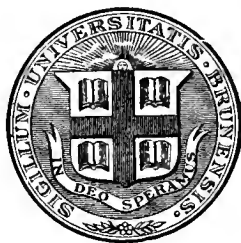


THE SEATTLE RIO DE JANEIRO



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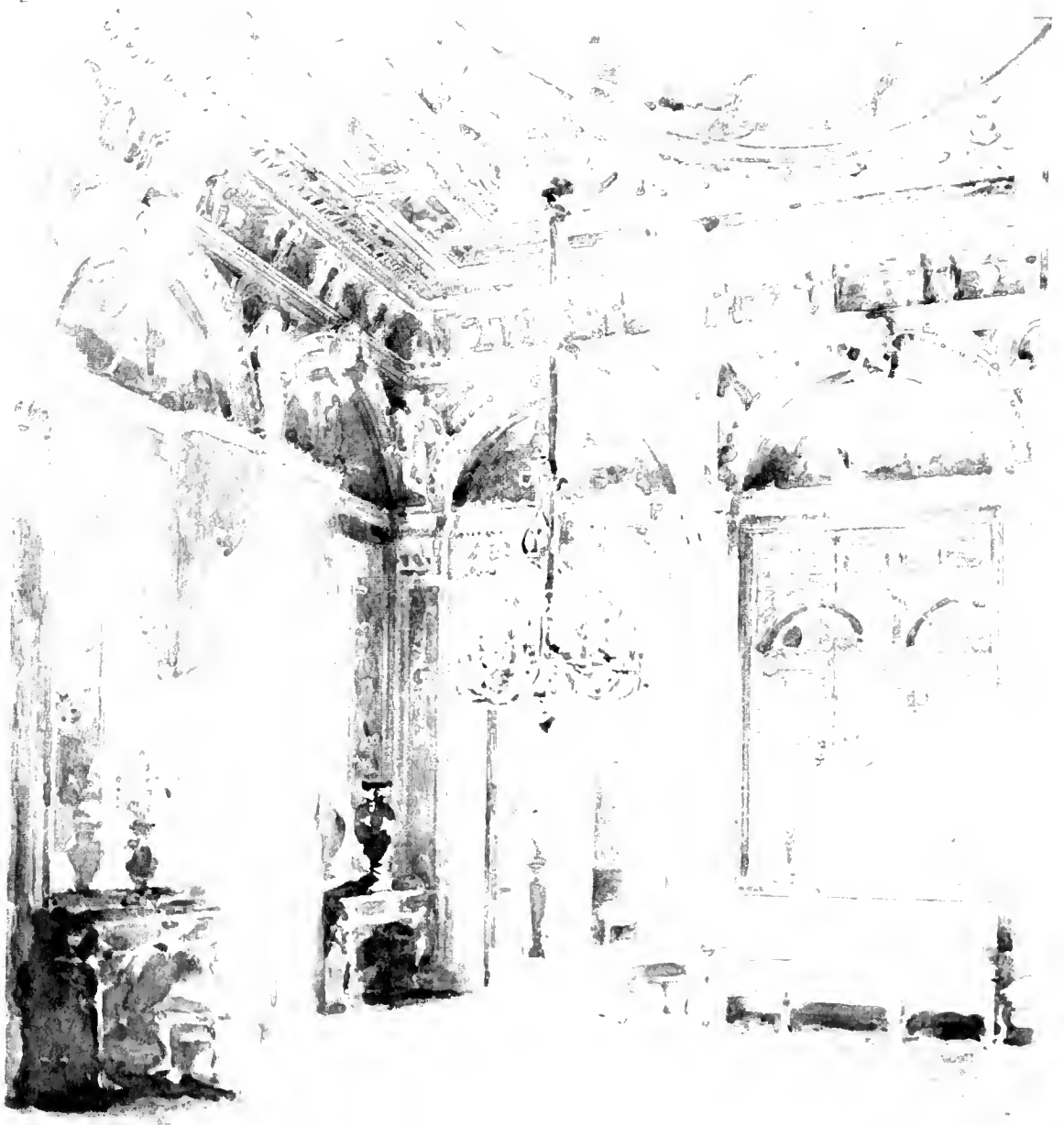
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BY ALURED GRAY BELL

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HIS EXCELLENCY
MARSHAL HERMES RODRIGUES DA FONSECA
PRESIDENT OF THE REPUBLIC
OF THE
UNITED STATES OF BRAZIL
1910—1914

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INTRODUCTION

TRAVELLING across England after a two years' residence in Rio de Janeiro I found myself alone in the train with a schoolboy, aged ten, and asked him if he knew anything about Brazil. "No," was the little Englishman's reply; "we are only doing Europe." "But you know where it is?" I suggested. "America," he replied rather timorously. "And what do you imagine it to be like?" I asked. "Don't know." "But you must imagine something about it—is it all ice, do you think?" He thought quite half a minute, and then ventured this very respectable guess: "Prairies and fields." Certainly he was right for a fifth of the country; but he should have added "forests, mountains and great rivers."

And he gave me an apology for this book, for one needs a microscope to discover here and there an Englishman or an American who can visualize Rio de Janeiro. May I venture the hope that my professional critics will be generous? This is a subventioned work—subventioned by Marshal Hermes da Fonseca's Ministers of State, and other magnates, who desire that English-speaking people should be better acquainted than our schoolboy with the magnificent metropolis of Brazil. Under such obligations I have endeavoured to avoid flattery, quite satisfied that it defeats the very purpose of advertisement. The Cariocas, the inhabitants of the beautiful Rio de Janeiro, are very proud of their city and its setting. If this volume should convince the reader of the reasonableness of Carioca pride, my own admiration will be justified.

I shall be absolved if I do not record here the lengthy list of my distinguished patrons and kind friends. Perhaps I shall also be absolved if I mention my particular indebtedness to His Excellency the President ; to Dr. Lauro Müller, Minister for Foreign Affairs ; Dr. Pedro de Toledo, recently Minister of Agriculture, Industry and Commerce ; Dr. Rivadavia Corrêa, Minister of Finance ; Dr. Barboza Gonçalves, Minister of Public Works ; Dr. Francisco Salles, late Minister of Finance ; General Bento Ribeiro, Prefect of Rio ; Senator General Pinheiro Machado, Vice-President of the Senate ; Admiral Baron de Teffé von Hoonholtz ; Count Paulo de Frontin ; Dr. Belisario Tavora, recently Chief of Police ; Dr. Carlos Rodrigues, proprietor of the *Fornal do Commercio* ; and to His Majesty's Minister, Sir William Haggard. There are two other names that I would not omit, as I was privileged to receive kindnesses at their hands : the late Baron do Rio Branco, the eminent statesman whose fame must ever hold as an object of emulation to his countrymen ; and the great orator and jurist, Senator Ruy Barboza.

I commend to the reader who has never known Rio de Janeiro the modesty of the title of this scrap-book ; it might well have been "Rio de Janeiro, the Magnificent." My purpose has been to give an all-round view of the Metropolis of Brazil, and to keep the volume within reasonable size. I trust something of interest may be found for all classes of readers, but I pretend to no literary skill. "Don't shoot the pianist"—as they used to placard the concert-booths in the Far West of the United States ; "he is doing his best !"

To my artists and to my publisher I am very grateful. I may perhaps also be allowed to tender my profound gratitude to Madame Nair da Fonseca, the artistic consort of

the President of Brazil, whose clever and satirical pencil illustrates several of these pages with caricatures of prominent Brazilians, drawn especially for my work when Her Excellency was yet Mademoiselle Näir de Teffé von Hoonholtz.

ALURED GRAY BELL.

CRAVEN HOTEL,
STRAND, LONDON.
January, 1914.



His Excellency Marshal Hermes Rodrigues da Fonseca.
President of Brazil, 1910-1914.

Copyright photograph by Messrs. Huebner and Amaral, Rio de Janeiro.



Nair

Dona Nair da Fonseca.
Consort of the President of Brazil.

THE BEAUTIFUL RIO DE JANEIRO.

CHAPTER I.

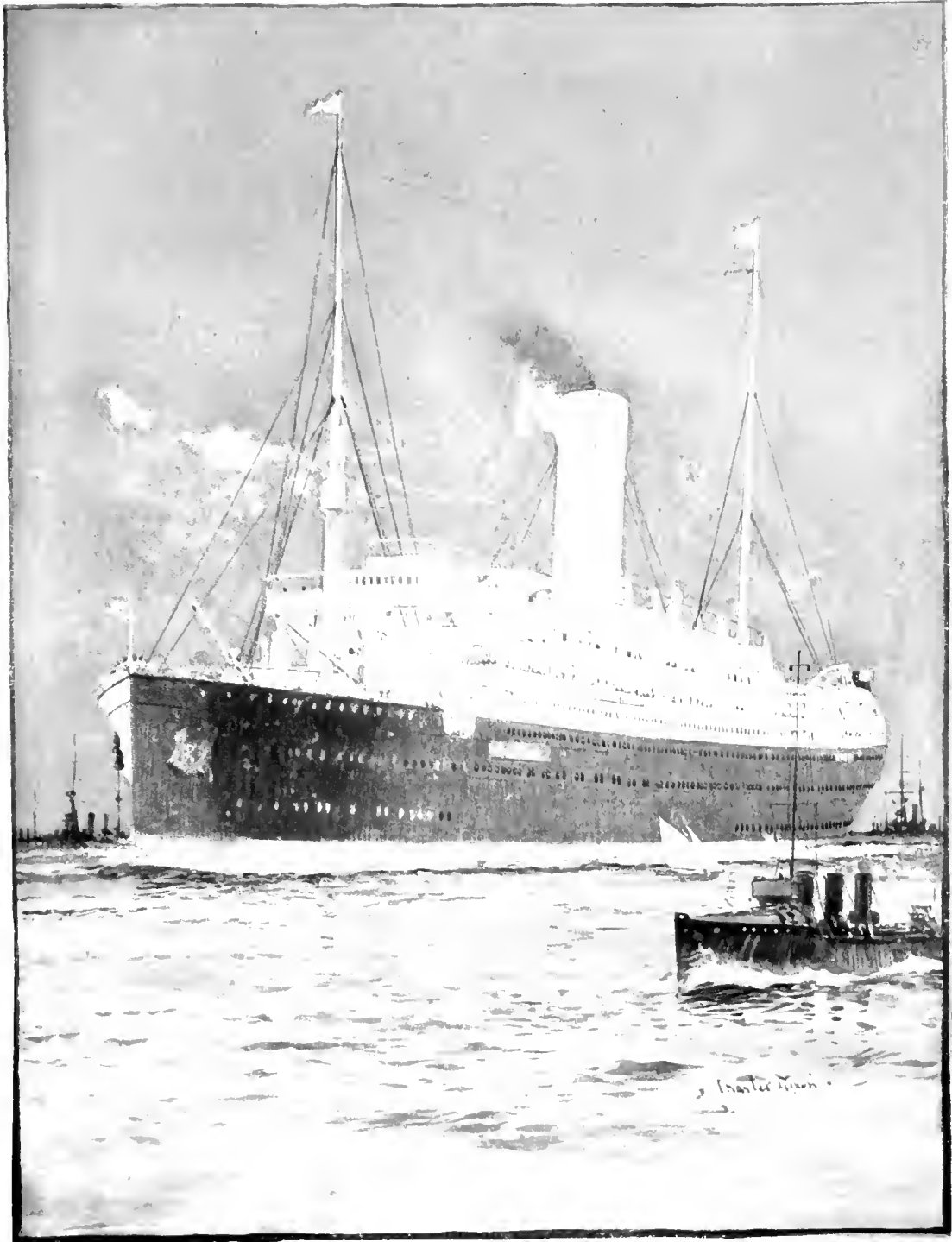
BETWEEN THE UNITED KINGDOM AND BRAZIL BY THE ROYAL
MAIL STEAM PACKET COMPANY.

My first visit to Brazil, 1909, was by the R.M.S.P. *Asturias*, twin-screw, 12,002 tons, then the latest and largest ship of this fine British merchant fleet. The trip from Southampton gave the following itinerary : Cherbourg, Vigo, Lisbon (a morning and afternoon on shore in the pretty capital of the mother-country of Brazil), Madeira (a morning on shore), St. Vincent, Pernambuco (the first Brazilian port of call, eight days' sail from Madeira, during which the equator is crossed), Bahia (a day's sail), Rio de Janeiro (on the sixteenth day, allowing a night and a half-day on shore), Santos, Montevideo, and finally Buenos Aires on the twenty-first day. There was not a rough day throughout the passage, and only one hot day. I recall the morning swim in the large, improvised sail-bath on deck, between Lisbon and Pernambuco, as the hall-mark of a perfect voyage. Lovely Brazilians and Argentines also haunt the memory from those so-called pre-Tango days and the "regulation" fancy-dress ball of the *Asturias*. Wealth and luxury abounded on board ; and if only more people

knew of the pleasure of this stock voyage of the great steamship line, more would try it for the sake of health, education, art, novelty, and ease. It amounts to this : within a space of thirty-four days you can have the double trip and a week in Rio de Janeiro, one of the world's wonders, for £125, allowing £53 for the first-class fare and the balance for your own devices, and you must be a born grumbler if you complain of the accommodation offered by the R.M.S.P.

Returning from Rio in a hurry in 1913, and with passages scarce at the moment, I found a solitary bunk on the *Deseado*, twin-screw, 11,477 tons, one of the new "D" boats, as they are styled, to differentiate them from the *Asturias* class, or "A" boats. Inclined to bemoan my ill-luck in having to take a Liverpool boat, I was disillusioned. The fare was cheaper, the crowd was less, or the ship "roomier," the style and comfort were delightful, and the daily "sweeps" were just as cheerfully won or lost. In point of proof I may say that the *Deseado* collection for the R.M.S.P. Widows and Orphans Fund was a record. A remarkable feature of the outgoing and home-coming South American steamship lines, and the reason for the several calls at Iberian ports, Vigo, Coruña, Leixoes, Lisbon, is the huge immigrant third class traffic—Europe's sons and daughters of toil seeking the new land of promise, or returning with the savings from their labour.

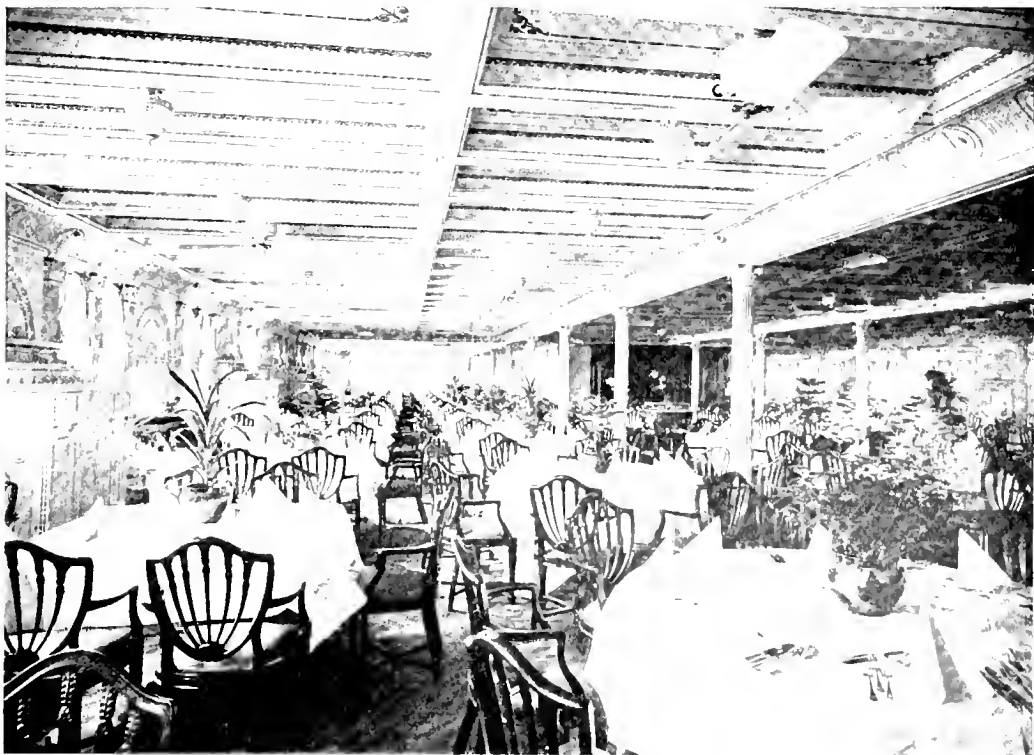
But the sixteen days in the *Asturias* of 1909 has been greatly shortened, and at stated times the R.M.S.P. now takes you from Southampton to Rio in fourteen days by the triple-screw mail steamers *Arlanza*, 15,044 tons, the *Andes*, 15,620 tons, and the *Alcantara*, 15,700 tons. All this is done without a penny of subsidy from South American Governments, but the phenomenal increase of Brazilian and



The Royal Mail Steam Packet "Arluza."



"A Home on the Rolling Deep." Aboard a "Royal Mail."



A Royal Mail Dining Hall.

Argentine wealth continues to justify the company in its policy of constant improvement.

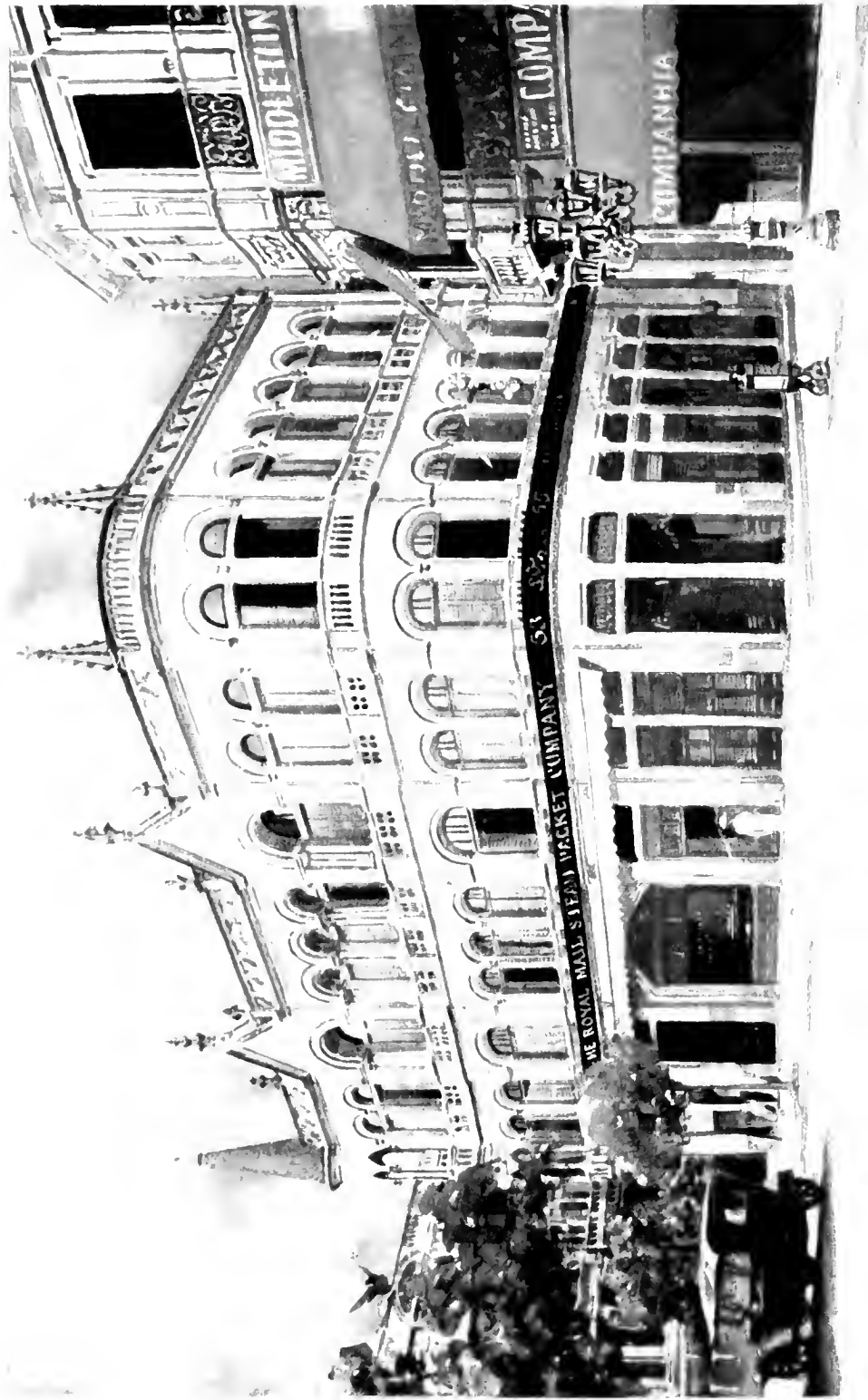
We are not concerned here with the entire tonnage (550,278 tons) of the Royal Mail Steam Packet Company and its affiliated line, the Pacific Steam Navigation Company, except in so far as the journey to and from Rio de Janeiro tempts us. There are German, French, Dutch, Italian, Austro-Hungarian and other lines linking Europe with Brazil, but no Englishman need be otherwise than proud of the unquestionable pre-eminence of the Royal Mail ("A Mala Real") in the opinion of Brazilians. Practically everything British enjoys this good opinion, as I can gratefully acknowledge from my walks abroad into the public and private mind of Brazil. The Brazilian exhibits a reliance on British effort to perform what it undertakes; and the Royal Mail's seventy years of enterprise have undoubtedly contributed much to the development of Brazil, and to British prestige.

Out of compliment to Brazil, and without undue pretensions on its own account, the company is housed in a building which notably assists the architectural decoration of Rio's central avenue. It is illustrated here, gay and bold in colour. Generally anchoring out in the bay, the black and white hull and the buff funnel of an "A" steamer form a recurring attraction to the Cariocas on shore; and the ceremonious "seeing-off" or welcoming of friends on a Mala Real plays no small part in the social functions of the city. The Brazilian's affection for his country is as demonstrative as it is deep-seated, and the R.M.S.P. boat in Rio harbour frequently resembles an impromptu senate-house, but the equanimity of the company's polite officers and servants faileth never.

Among modern shipbuilding luxuries adopted on the

latest vessels let me mention only the single bedstead room, the garden-like smoking-room arbours, and, naturally, handsome private suites of apartments, full life-boat accommodation and double staffed wireless services. This great shipping combine controls to-day, under Sir Owen Philipps, such far-afield fleets as the Pacific Steam Navigation Company, the Lamport and Holt, the Union Castle, the Shire, and Glen, Elder Dempster and Nelson lines. Many of these being out of my present beat I will earmark only the Lamport and Holt which has a passenger service to Rio from New York.

The Lamport and Holt is the chief line for United States citizens visiting Rio or returning to New York, and enjoys a special popularity with Americans. By the two lines, this and the R.M.S.P., the round trip, Southampton to Rio, Rio to New York *viâ* Barbados, and New York to Liverpool, or, *vice versâ*, can be made for a first-class fare of £75. By all good Americans in Rio, the *Old Verdi*, as she is affectionately dubbed, the *Voltaire* and other fine vessels of the Lamport and Holt Line are as dearly-beloved as is our *Mala Real* by us English exiles.



The Royal Mail Steam Packet Company's Offices, Avenida Rio Branco.

CHAPTER II.

RIO DE JANEIRO AND THE BAY OF GUANABARA.

“Here lies Estacio de Sá, Captain and Conqueror of this land and city. This site was built by order of Salvador Corrêa de Sá, his cousin, second Captain and Governor, with his arms. This chapel was finished in the year 1583.”

WE have turned from a southerly to a westerly course around Cape Frio, about latitude 23° South, just inside the Tropic of Capricorn, and after a few hours' steaming we are off the harbour entrance, and turn north to enter this peerless bay. Now to right and left are forest-clad mountains with stretches of buff beach on either shore, and islands which seem as sentinels of a treasure house. We pass in. In the mouth of the channel is the Island of Lage, dividing it into two passages. We take the western and broader passage, 950 yards wide, leaving close on our left the Sugar Loaf (Pão de Assucar) Mountain, 1,383 feet high, an almost scrubless rock. Now the South Atlantic is dead-astern, and the majestic panorama unfolds—the mountain-guarded, pear-shaped, island-studded harbour, eighteen miles in length from south to north, and twelve miles at its widest point between the eastern and western shores. On our immediate left lies Rio de Janeiro; we steam ahead for two miles and anchor from a quarter to half a mile off the city, or moor alongside the new and spacious quays. We have passed several islets on the way in. Around and about us everywhere are noble mountains and hills, the loftiest, the Organ Mountains, attaining upwards of 6,000 feet, closing in the bay on the north.

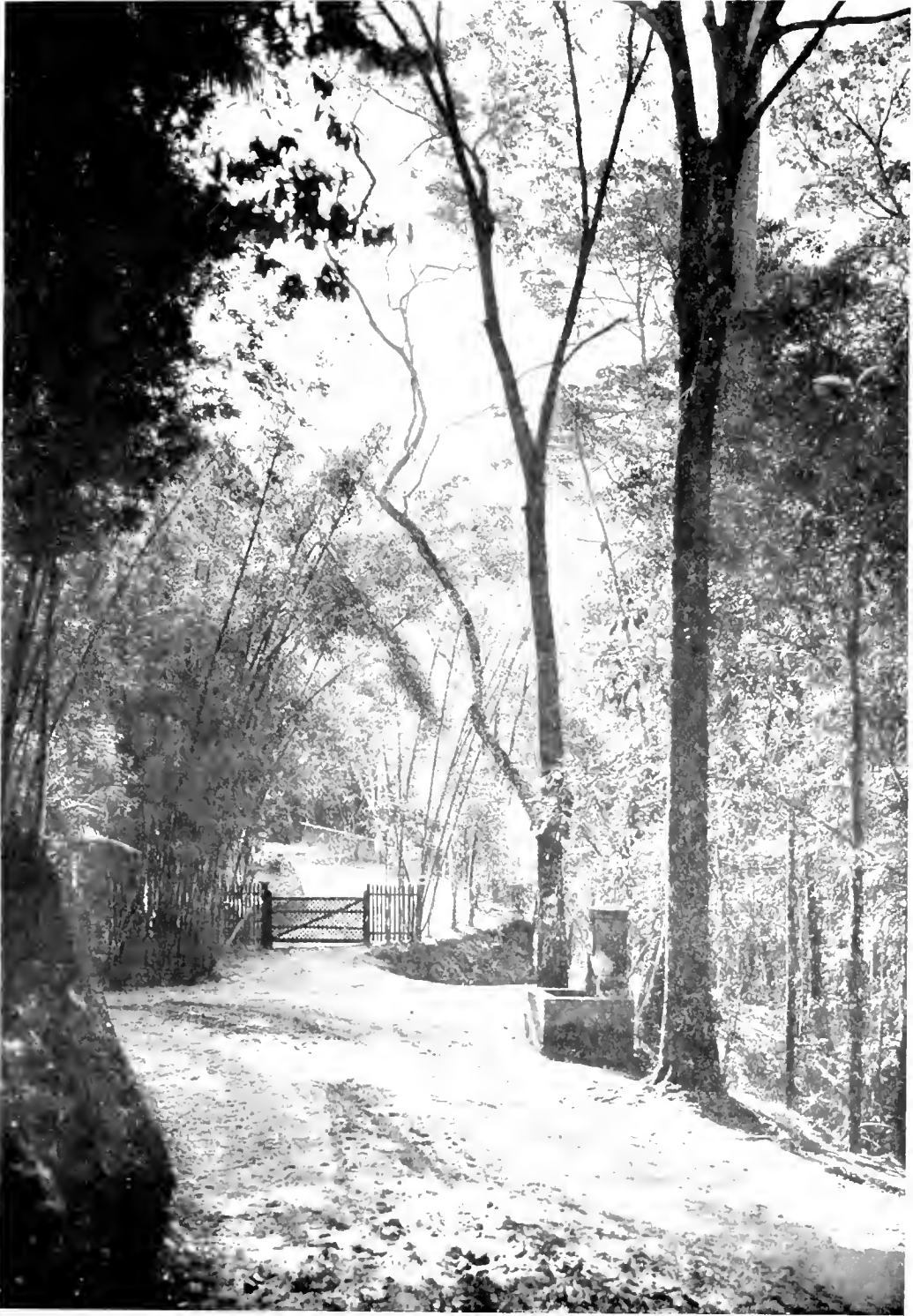
6 THE BEAUTIFUL RIO DE JANEIRO

Let us look around. We are in the amphitheatre of a thousand hills—peaks, pinnacles, projections, shoulders, forty and fifty at every glance—and within the periphery an inland sea, bathing placidly a hundred islands or islets. It seems absurd to attempt to describe the view. Either it is bathed by the brilliant tropical sunlight, or rain-clouds shroud it in haze, or the moonlight is challenged by the serried shore and hill lights of Rio on the south-west and of Nictheroy on the south-east corners of the bay. The northern three-quarters of the bay comprise most of the islands and are little populated. But Rio, as we find on shore, with its straggling, struggling, climbing efforts to hug the hills, to creep where a stretch of level ground permits, wholly embracing and crowning some commanding hillock, gaily labouring up some steep mountain-flank, cutting its way into the sub-tropical forest, seizing like an octopus now this island and now that, re-asserting itself right across the bay in the smaller city of Nictheroy, and tunnelling through the jealous mountains out on to the Atlantic shore—Rio and its bay are indefinably linked. Dominating the city proper, frowning upon it are the bold, high peaks of Corcovado (Hunchback) and Tijuca. To my artists and photographers I have intended to relegate the necessity for further word-painting. I have journeyed in five continents, and have yet to see the equal of the Bay of Guanabara.

Of the hundred or more islands and islets that stud the waters of the harbour and are, at a distance, often indistinguishable from the main mountain-fringed shores, I can name but a few. Some are inhabited, like Governador and Paqueta ; some are wholly covered with edifices, like Das Cobras and Villegaignon ; others are mere rocks without fresh-water springs ; all are beautiful, weird or quaint. Governador, the largest, lies in the north-west corner of



The Bay of Guanabara.



The Spirit of Tijuca.

the bay and is eight miles in length, with a varying breadth of three and four miles. Here fell the founder of the city proper, the gallant and adventurous Portuguese, Estacio de Sá, on January 20, 1567, mortally wounded by an Indian arrow in combat with the early French settlers and their native allies. Governador is fairly populated. It was sold at the beginning of the seventeenth century to a subject of the King of Portugal for 200 milreis; £13 6s. 8d. of current money—a very pretty gamble in those days. Paquetá, the second in size and barely a tenth of its big comrade, is the most beautiful, and is also inhabited. Indeed, Paquetá is so alluring, sitting like a jewel in the north-east part of the bay, that one wonders why the excursions thereto are not more patronised. Beyond Paquetá the railway starts for the beautiful mountain suburb of Therezopolis, in the Organ Mountains. The rambler, swimmer and fisherman are left very much to their own devices on these two pleasant islands, for the catering for the tripper is by no means on a modern Brightonian style. Villegaignon, in the south of the harbour, is a tiny island, fortified; and its historical interest is great. Here landed, in November, 1555, the French Admiral, Nicolas Durand de Villegaignon, Knight of Malta. Although Brazil was discovered on April 25, 1500, by Cabral, we have no record of the Bay of Rio being known to Europeans before 1519, when Fernan de Magellan anchored in the harbour for fourteen days. In 1531 Martin Affonso remained three months in the bay, but apparently failed to appreciate its strategical importance, or the ease with which its narrow mouth can be defended. Villegaignon, a very good or a very bad Huguenot, accordingly as his judges may assess him, arrived in the bay with three vessels and 600 men, and established himself on this little, low-lying island to which

he gave the name of Coligny, his patron and famous captain. He built a fort on the island and explored the bay, the French being very well received by the Indians of the neighbourhood ; but he returned to France in 1558 confiding the government of the little colony to his nephew Bois le Comte. The Portuguese Government, offended at this establishment of the French in the Bay of Rio, ordered the Governor-General of Brazil, Mem de Sá, then resident at Bahia, to expel them. Portuguese dominion in the northern part of Brazil, it should be noted, ante-dates that in Rio and the South by several decades. Mem de Sá, with a fair fleet, entered the harbour on February 21, 1560, and in two days took Coligny (Villegaignon) Island, a part of the garrison being on the mainland ; and, dismantling the fort, set sail for Bahia without establishing himself in the bay.

The Ilha das Cobras (Island of Snakes, a corruption of Cabras, goats), near which our steamer anchors, is separated from the Customs-house wharf by a channel only 120 yards wide. This small island, originally called Wood Island, as supplying the timber for the earlier buildings of Rio de Janeiro became a *place d'armes* from 1726 onwards. The fortress commenced in that year became a sort of Tower of London for a succession of revolutionaries, among whom in the latter quarter of the eighteenth century was the great national hero, Silva Xavier, styled Tiradentes (tooth-drawer). Ilha das Cobras is only 900 yards long by 350 wide, and to-day is occupied by naval and military barracks. Off it may generally be seen at anchor several Brazilian battleships mingling with the merchant vessels. It acquired an unenviable notoriety at the commencement of 1911 by an outbreak of sailors, a temporary echo of the more alarming naval mutiny of November, 1910, when the crews of the Dread-



The Botafogo portion of Rio's Bay-side Avenue, overlooked by Corcovado Mountain.



Gavea Mountain and the South Atlantic.

noughts, *San Paulo* and *Minas Geraes*, rose, murdered their officers, and threatened to bombard the city unless Congress granted them an amnesty. On the second and minor outbreak the buildings on the island were riddled by the Government guns, but are now all spick and span. Last I may mention Lage Island, at the entrance to the bay, fortified in modern style ; and the Ilha Fiscal, only a few hundred yards from the chief landing stage, Caes Pharoux. This tiny low-lying islet is wholly occupied by the Customs Treasury, a quaint and pretty Gothic building, a characteristic feature of the Rio end of the bay. In all forty-six islands are officially named inside the harbour and twenty-five in the vicinity of the harbour bar.

SOME HISTORY.

Rio was founded, let us remember, by Estacio de Sá, in 1567, in the reign of Queen Elizabeth.

After the departure of Mem de Sá in February, 1560, the small French colony elected not to return to Villegaignon Island, but proceeded to take up their abode on the mainland, near the present Cattete quarter of Rio, and also effected a lodgment on Governador Island. From these positions, after a two years' struggle (1565—7), both parties being assisted by friendly Indians, the French were driven by the tenacious Portuguese under Estacio de Sá, a considerable reinforcement from Bahia, under Mem de Sá himself, on January 18, 1567, assisting to this result. The French survivors escaped to the south-eastern coast of the present state of Rio, many remaining among the Indians and adopting their customs. Estacio de Sá had disembarked his troops west of the Sugar Loaf Hill, between which point and the city quays, a distance of some four miles, the city now extends in its southern ramifications. Mem de Sá, however, on his

nephew's death, transferred the site of the new town to the Morro de Castello (Castle Hill) overlooking the present central quarter. From this position, the real nucleus of Rio de Janeiro, the city has extended serpent-like north, south, and west.

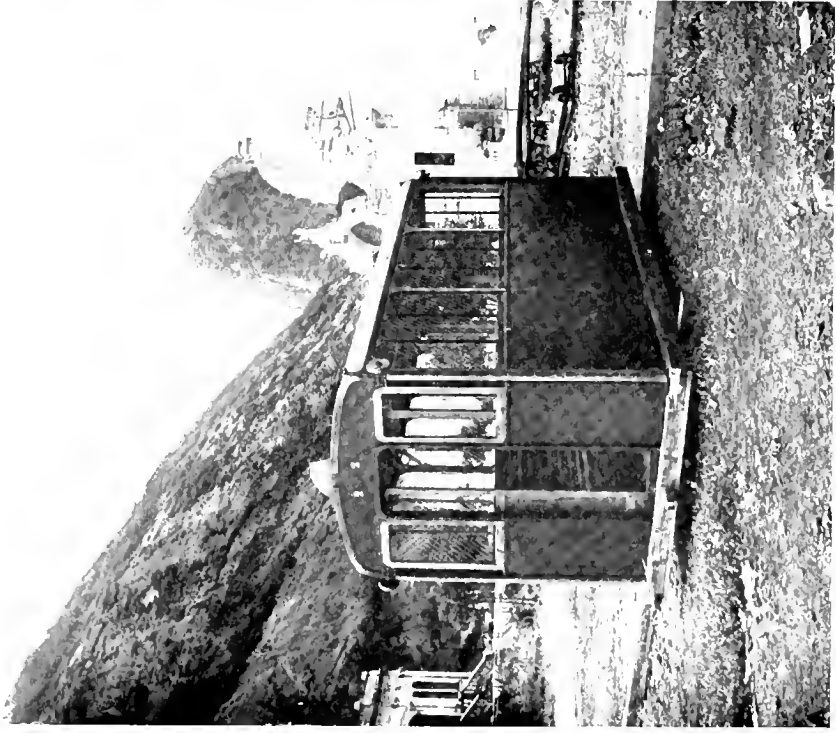
For a long time the little town remained under the shadow of Castle Hill, as being better defensible against Indian attacks which were frequent and harassing. Gradually the then marshy land lying between Castle Hill and São Bento Hill, to-day dominating respectively the southern and northern extremities of the Avenida Rio Branco, was occupied by the Portuguese colonists. But the progress of the new town was slow ; in 1648 it consisted of three streets only, and had no pretensions to rival the then capital of Brazil, Bahia. The marshy lands, however, continued to be reclaimed, serving for the formation of new streets, until in 1763, the town obtained the honour of being proclaimed the capital of the Viceroyalty of Brazil. The vicissitudes experienced by the early colonists in the intervening period are part of the general history of the country, and cannot be detailed here, but they include the capture and occupation of Rio de Janeiro, for some months during 1710 and 1711 by the French under Duclerc and Duguay-Trouin, and occasional raids by the English and the Dutch. In 1654 Rio de Janeiro had a population of about 3,000, with a garrison of 600 men. At the time of Duclerc's Expedition (1710) the population was estimated at 12,000 inhabitants ; in 1763, when constituted the capital of Brazil, it had outgrown Bahia, and counted 30,000 inhabitants, including African slaves. Already the famous Carioca aqueduct had been built to supply the city with pure water from a neighbouring height, and was destined to supply also a nickname for the citizens of Rio—a nickname I shall frequently employ. The planting of rice and



A bit of Rio with the Ilha das Cobras and the Ilha Fiscal.



On the Tijuca Road.



By Aerial Car to the Sugar Loaf.

coffee had also been introduced, and local shipbuilding had acquired sufficient proportions to prove of immense service to the navy of the mother country.

In 1808 Dom João VI. of Portugal, forced to abandon his country to the mercy of Napoleon, arrived in Rio and established his new court. In that year the city extended between the rivulets Larangeiras on the south and Comprido on the north, and comprised forty-six streets and nineteen squares. Its principal edifices were the Royal Chapel, S. João Theatre, the Episcopal Palace, the Seminary of S. José, the Military Hospital, the Forts of the Conception and S. Thiago, the Customs House, and the Naval Arsenal. It had besides three barracks and thirty-four churches and convents. Between April and November 1808, King John VI. created the Supreme Military Court, the Military Archives, the Law Courts, the Naval Academy, the Powder Factory, the Commercial Tribunals, the Bank of Brazil, the School of Medicine and Surgery, and the Royal Printing Works. On the 10th of September the first number of Brazil's earliest newspaper, the *Gazeta do Rio de Janeiro*, appeared. The capital of the Bank of Brazil was fixed at 1,200 contos (£100,000 about), and the ports of Brazil were proclaimed free to the traders of all nations. At the end of the thirteen years' sojourn of King John VI. the second official census (1821) showed a metropolitan population, including the islands, of 112,695 inhabitants. It was but natural that the presence of the Portuguese Court should provide an excellent impetus to the growth of Rio de Janeiro.

By the year 1870 the population had doubled itself, and in 1890 the census showed 522,000 inhabitants.

The long reign of Dom Pedro II. (1831—89) witnessed a great increase in the importance of Rio, but the same cannot be said of its reputation as a health resort and tourist centre.

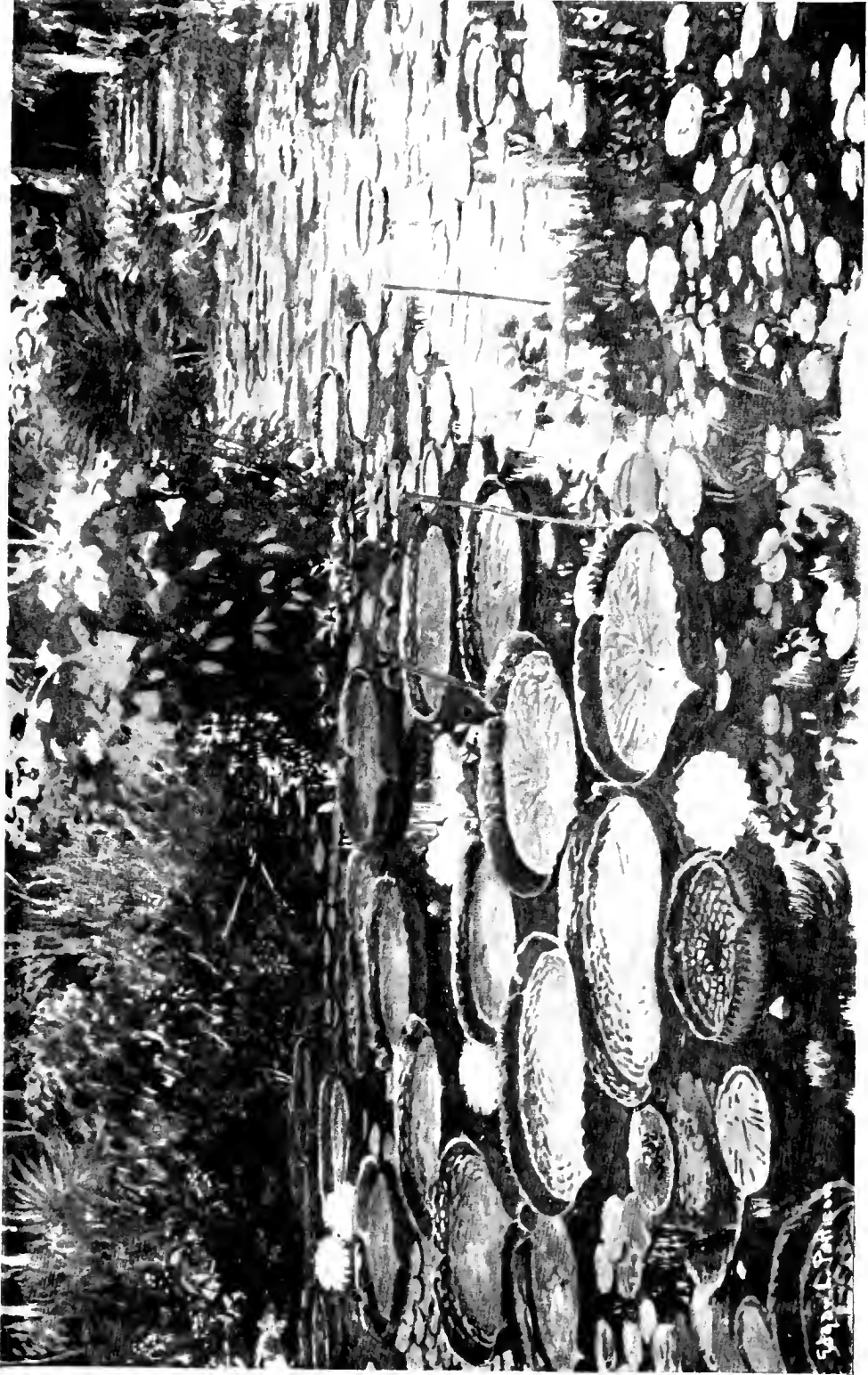
The terrible yellow fever first appeared in December, 1849, and continued periodically to claim a large quota of victims until some seven years ago, when the tremendous efforts of the architect and sanitary engineer finally overcame it.

Steam navigation between Rio and Europe was inaugurated in 1851; the city was first lighted by gas in 1854; the first railway was opened in 1858, the first tramway in 1868; the trans-Atlantic telegraph was laid to Rio in 1874; and a new supply of drinking water was engineered in 1880. Meanwhile the city continued to extend its suburbs, and the mountain health-resort, Petropolis, for the Court, the Diplomatic Corps and the wealthier citizens, acquired the magnitude of a town.

One of the principal pre-occupations of Dom Pedro II. throughout the latter part of his reign was the abolition of slavery in Brazil. In 1871 the law entitled the "Free Womb" was passed, by which children of slaves became free after a certain number of years. Various other measures continued from time to time to attack the deeply-rooted custom, and in 1888 slavery was definitely abolished by Imperial decree, amid much apparent rejoicing. There is, however, little doubt that the price of the freedom of millions of African slaves throughout the country was the immediate overthrow of the Empire in 1889 and the declaration of the republican form of government.

THE REPUBLIC AND THE METROPOLIS.

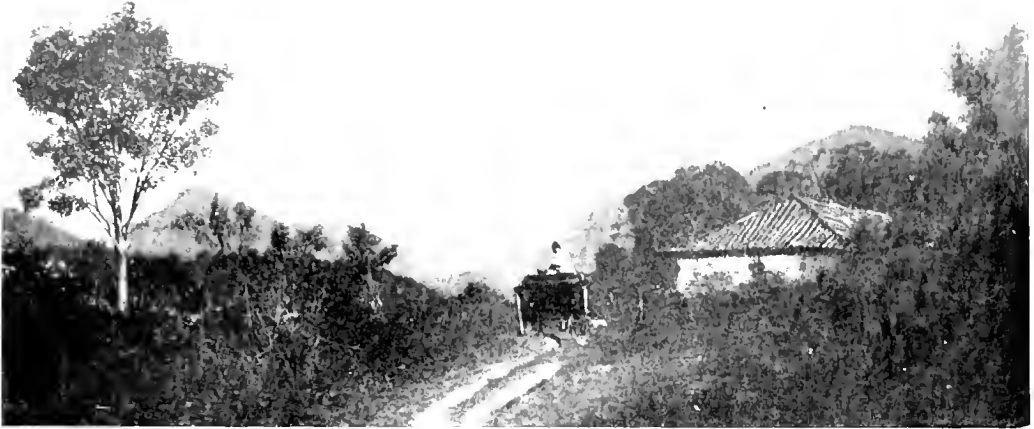
No contemporary opinion of Rio de Janeiro or of Brazil can be just which does not note what I may call the lingering perfume of monarchical institutions. Had Napoleon not driven Dom João VI. out of Portugal in 1808 very probably Brazil would have followed suit with all Spanish America, and have become a republic in the first quarter of the nine-



Victoria Regia.



Avenida Rio Branco, looking North.



Therezopolis. On the way to the "Finger of God" in the Organ Mountains.



The live-fowl vendor and his mule.

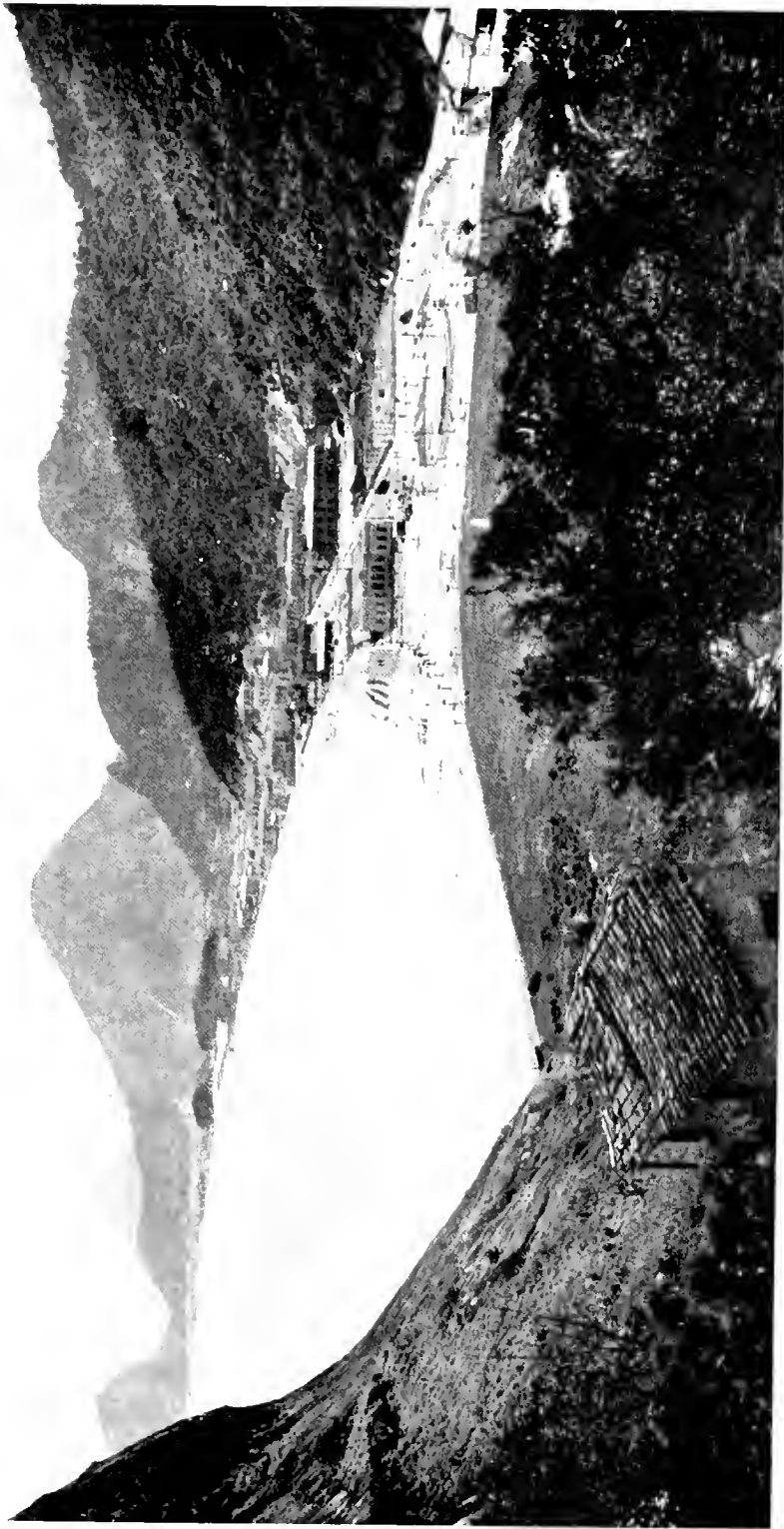
teenth century. But the Brazilian monarchy lasted until only the other day—1889—and in army and navy circles, in the preservation of pre-republican titles of nobility, in the national reverence for an historic past, Brazil and its metropolis have an aristocratic mien sharply distinguishing them from Spanish America. This is undoubtedly due to the long, close influence of the Court in Rio itself, a fact which the most republican of Brazilians to-day is not averse from recalling. In the great city of Buenos Aires not a vestige remains of pre-republican Argentina, that is to say, of a date anterior to 1810; not a vestige of the work of the great Spaniard Don Juan de Garay, who founded the city in the late sixteenth century. But here in Rio, according to the quotation which heads this chapter, we have the resting place of the founder lovingly preserved; and modern, very modern as Rio now is, the stranger cannot miss the *cachet* of a respectable antiquity. And then there are everywhere the Royal Palms, as noble and benignant of mien as the Brazilian record of the House of Bragança which planted them.

Swiftly and bloodlessly was Dom Pedro II. dethroned by the revolution which broke out on November 15, 1889, the republican forces being headed by Marshal Deodoro da Fonseca, uncle of the present President, and first President of the Republic of the United States of Brazil. Within twenty-four hours monarchy had collapsed; within forty-eight hours Dom Pedro II. and the entire royal family were shipped, "bag and baggage," out of Brazil. I have met several of the leading actors in this portentous and bloodless revolution, and would recall the figure of one of the chief, the venerable Quintino Bocayuva, journalist and statesman, who died in 1912, as eminently typifying the peaceful but determined nature of that quick struggle. On the

royal side, one able prince, Dom Luiz de Bragança, grandson of Pedro II., still dreams in Paris of his reversion to the throne of the Brazils. In a shrewd and happy book of travel in southern South America Dom Luiz bitterly laments the maintenance of the ban against the royal family which foiled his longing to set foot in Rio so recently as 1909.

The new Republic found no easy empire. A country as vast as the United States, largely royalist, and bankrupt at least in labour, for the huge unwisdom of the sudden emancipation of the negro slaves in 1888 had that effect—such a country could not veer from monarchical to republican sentiments without a grunt. But all things considered, it is remarkable how easily the Republic got into its stride after one good dose of civil war in 1893 and 1894. When I say “easily,” I speak from a writing table, for between 1891 and 1894 Rio de Janeiro was frequently menaced and occasionally bombarded by a sullen and royalist navy. Of Marshal Floriano Peixoto, the second President, who resisted with equal scorn and fury the pretensions of the revolted admirals, Custodio de Mello and Saldanha da Gama, a story may be told which throws a sidelight on Brazilian character. Deciding in conclave to threaten the President with a landing of foreign men-of-war’s men, the Diplomatic Corps deputed the German Minister to inquire of the irascible Marshal how he would receive such a decision. “Á bala” (with ball-cartridge), was the quick reply, to which was added, after summoning a domestic, “Show this gentleman the door!” Later times, milder manners; but this spirit is, in my opinion, by no means dead in Brazil.

If you travel by train in a direct line from Rio de Janeiro for twenty-four hours you will not have traversed one fifth of Brazil; the distance as the crow flies from Porto Alegre



Leme. A favourite Atlantic suburb of Rio.





A glimpse of Rio and its Bay.



A bit of the Bay.

in Rio Grande do Sul, in the south, to Manaos, the capital of Amazonas, in the north, is 2,000 miles. Brazil has a greatest length, north to south, of 2,800 miles, and a greatest width, east to west, of 2,400 miles. It is divided into the following states, which, with certain statistics, I can conveniently tabulate here :—

| States. | Capitals. | Approximate Areas. | Approximate Populations. |
|---|---------------------------|--------------------|--------------------------|
| | | Square Miles. | |
| Amazonas | Manaos | 1,140,000 | 260,000 |
| Pará | Belém | 690,000 | 650,000 |
| Maranhão | São Luiz | 275,800 | 550,000 |
| Piauí | Therezina | 180,000 | 385,000 |
| Ceará | Fortaleza | 62,500 | 850,000 |
| Rio Grande do Norte | Natal | 34,500 | 300,000 |
| Parahyba | Parahyba | 45,000 | 490,000 |
| Pernambuco | Recife | 75,000 | 2,200,000 |
| Alagoas | Maceió | 35,000 | 700,000 |
| Sergipe | Aracajú | 23,500 | 360,000 |
| Bahia | Bahia | 256,000 | 2,200,000 |
| Espirito Santo | Victoria | 27,000 | 210,000 |
| Rio de Janeiro | Nictheroy | 41,500 | 1,200,000 |
| São Paulo | São Paulo | 174,500 | 2,700,000 |
| Parana | Curityba | 132,600 | 350,000 |
| Santa Catharina | Florianopolis | 45,000 | 400,000 |
| Rio Grande do Sol | Porto Alegre | 142,000 | 1,200,000 |
| Minas Geraes | Bello Horizonte | 345,000 | 4,000,000 |
| Goyaz | Goyaz | 448,000 | 260,000 |
| Matto Grosso | Cuyabã | 825,800 | 150,000 |
| To these twenty states must be added :— | | | |
| The Acre Territory | | 114,600 | 50,000 |
| The Federal District, or Rio de Janeiro | | 836 | 1,000,000 |
| | | 5,114,136 | 20,265,000 |

The figures of population are almost guess-work, for Brazilian census statistics are yet in a very chaotic condition. But we shall appreciate the political and commercial position

of the city of Rio de Janeiro as the metropolis of this huge country even though the gross population be over-stated or under-stated by a million or two. It will be seen that there are eleven Brazilian States individually larger than the British Isles (120,000 square miles). If we allow the Federal District, that is to say, the municipal area of the city of Rio de Janeiro, its full quota of 1,000,000 inhabitants, we have five other cities with more than 100,000 each, namely, São Paulo 360,000, and the port-cities of Bahia 260,000, Pará 200,000, Pernambuco (or Recife) 150,000, and Porto Alegre 105,000.

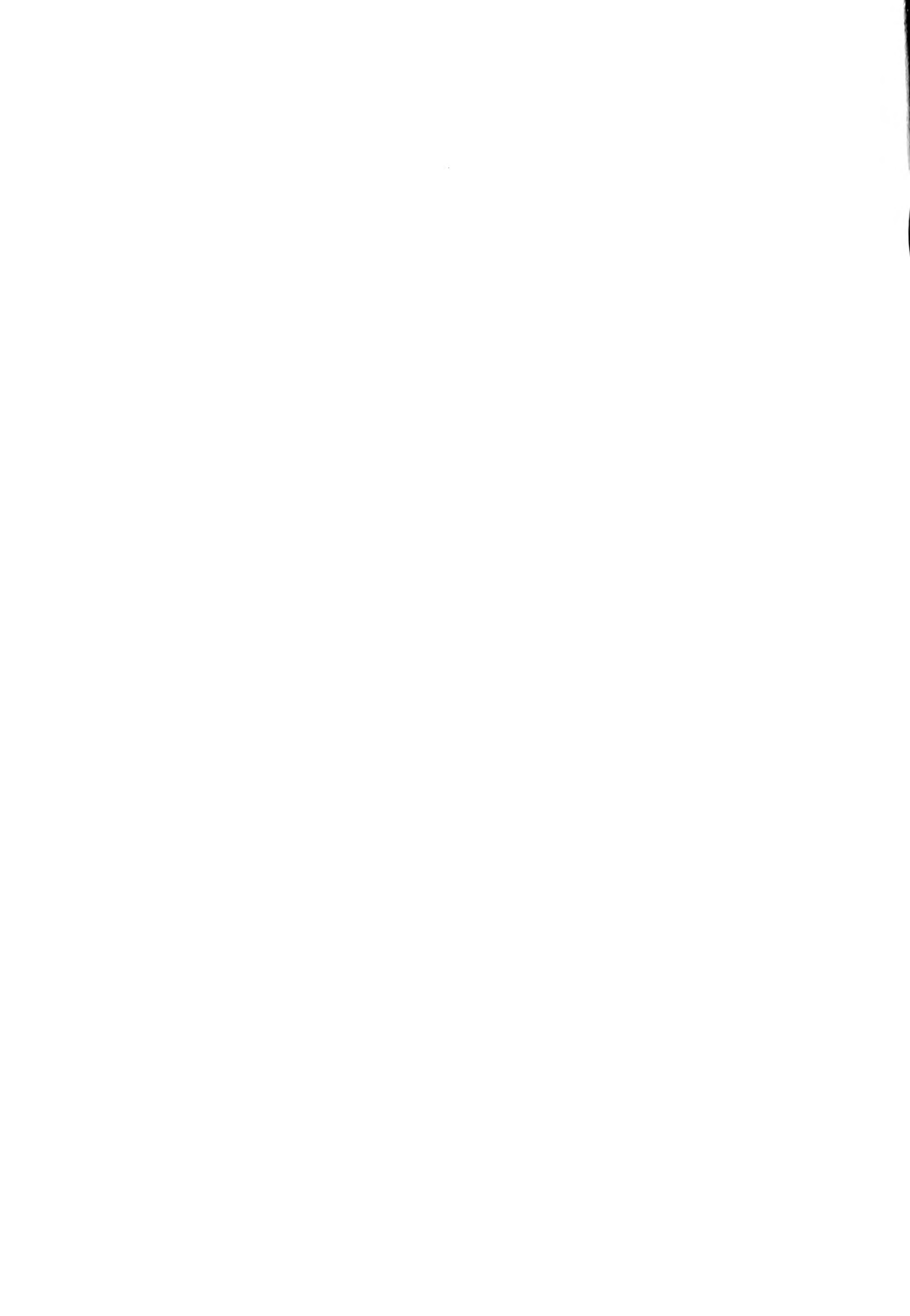
Just as the country is so extensive for a central Government having the charge of army and navy, customs, national finance, foreign affairs, justice, and the overlordship of immigration, agriculture and railways, posts and telegraphs, so the people of Brazil present a very varied mixture of races. This mixture of races naturally renders government in any form more difficult, especially republican government; and as I plead for the fullest sympathetic tolerance for such public and private failings as more readily strike the English observer in Brazil, I must insert here a word on her unique ethnological problem.

WHITES, INDIANS AND NEGROES.

The first white settlers in the sixteenth century, mainly Portuguese, found the country in possession of various Indian tribes; they dispossessed these and took unto them wives. In 1583 lack of labour led to the introduction of the African negro. Two years later there were over 14,000 negroes imported. In 1907 a fairly reliable estimate gave 2,300,000 negroes throughout Brazil, although importation was legally prohibited by the Aberdeen treaty with Great Britain in 1860; the children of slaves were declared free in 1871, and all



A view of the Avenida Rio Branco.

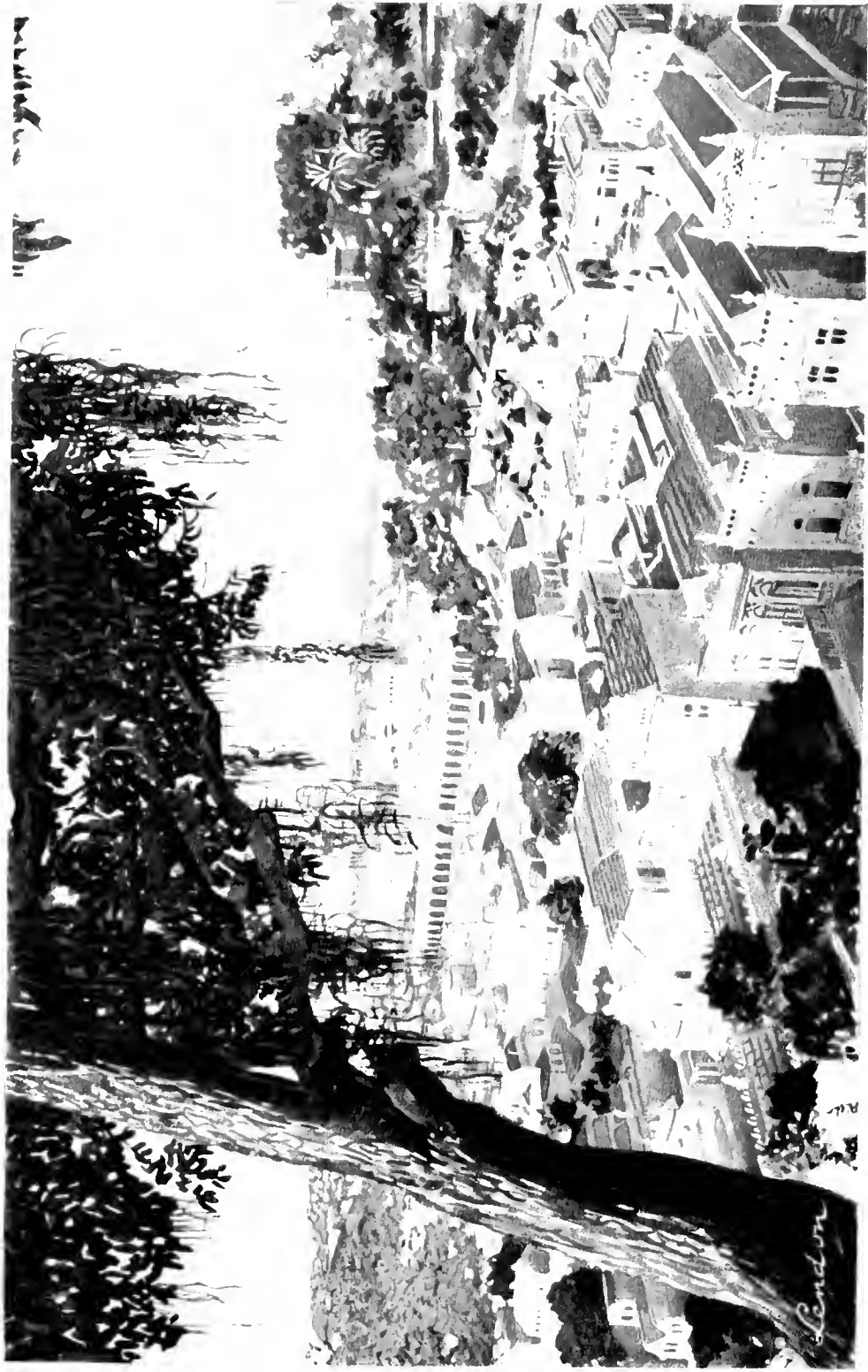


slaves were enfranchised in 1888. Apart from the wholesale intermarrying throughout four centuries that these conditions caused, white immigration continued under varying forms, that of the Portuguese naturally predominating ; but Italians and Germans in the last hundred years have arrived in such considerable numbers as to affect radically the economic and ethnographic conditions in the four southern States. The pure Indian element to-day is of little account and less activity. Its numbers may be a million or two millions—nobody knows, for the savage chiefly inhabits the forests and distant uplands of the vast, semi-explored interior. On the other hand, Indian blood in the north, and also in the east-centre and south, has left marked traces on Brazilian character and physiognomy, and had the whites had but this Indian strain, we might have seen to-day as pronounced a national type as we have in the United States. But thanks to the negro element there is not yet a fixed Brazilian type. There is merely a mixed race in the making ; and except for the practical certainty that a further five or six generations should see the unquestioned preponderance of the whites, speculation as to the future national type is idle. I would hazard a guess that in a population of twenty millions there are to-day in Brazil seven millions of pure whites, and at the other end of the scale seven millions of negroes, mulattoes, and cross-breeds. It must be noted that the Brazilian is proud of Indian ancestry, but not of negro. In the four southern States, Rio Grande do Sul, Santa Catharina, Paraná and São Paulo, there is little or no negro blood. From Rio and the state of Minas Geraes northwards, the African element is much in evidence except in the ruling class. In the basin of the mighty Amazon and in the north-eastern States, Indian influence has been greatest.

It is not only a curious problem that results from this

admixture of types ; we are furnished by Brazil with living, working race-competition, a current solution of one of the greatest conundrums before mankind—intermarriage or non-intermarriage—Indo-Aryan, American-Indian, and African negro. Socialists, syndicalists, peace-singers, shriekers of all kinds, statesmen, sociologists and parsons must tell us some day whether white, yellow, black and red can resist intermarriage for ever, and yet turn the steps of mankind towards peace and universal brotherhood. Herbert Spencer warned the Japanese to prohibit intermarriage ; which is to advocate guns and Dreadnoughts. Brazil is solving her problem in another way. It is useless, foolish and impudent to bring your Anglo-Indian or Anglo-Chinese race-prejudice to Rio de Janeiro. The article is not marketable locally. The Brazilian behaves to his negro fellow citizens much as an English Government official in Egypt behaves to his Syrian or Armenian fellow workers, although sufficiently imperious and aristocratic not to treat negro workmen and servants as his equals. The Brazilian solution of the colour problem under the Republic is the very antithesis of United States practice. Also it is very rarely that the Brazilian woman does not insist on her mate being whiter than herself, so that there would seem to be some natural law of selection operating in favour of white predominance.

But it cannot be denied that the long practice of slavery and its sudden final abolition have left a definite mark on Rio society. Hosts of negro freedmen forsook the back country plantations for the capital, and to-day the great number of the ex-slaves and their descendants, full-blood Africans or half-castes is a distinctive feature of the city's life. To Europeans familiar with cities like Cairo and Constantinople, this fact, however, adds a pleasing picturesqueness to the streets, and differentiates Rio de Janeiro from its



Bird's-eye view of the Ancient Carretera Viaduct, over which the Electric Trains pass to-day for Santa
Theresea Hill, the International Hotel and Cotacotaco.

southern and more prosaic Argentine rival, Buenos Aires, where the negro is practically non-existent.

If the presence of the Court elevated Rio to full pre-eminence among Brazilian cities, the Republic has worthily maintained that pre-eminence. The city of São Paulo, its only present competitor, is not half its size, although *per capita* infinitely richer, and there is no doubt that the Republic, in concentrating its efforts on the embellishment of the national metropolis, has benefited the whole of Brazil and lightened the heavy task of central government. The fifth Presidency, that of Dr. Rodrigues Alves, 1902—6, witnessed the wonderful transformation from the old to the new Rio.

THE OLD RIO.

This transition from a meanly built and unhealthy, although large and picturesque Portuguese colonial city, to the modern Rio de Janeiro has had perhaps no equal anywhere in point of rapidity of execution. The whole work was only initiated in 1903. The two loans, amounting to £12,000,000, raised for the purpose, do not in any way represent the money spent on the improvements; private efforts, whether of companies or individuals, have greatly assisted in the embellishment of the city. According to the account of foreign visitors, and even of the Brazilians themselves, the Old Rio had little to recommend it but its picturesqueness. On landing at the Caes Pharoux one found oneself immediately in a labyrinth of extraordinarily narrow streets, some of them not more than seven yards wide. Here and there occurred a small square or *praça*; and writers were wont to make serious efforts to glorify the one wider street, *Primeiro de Março*, which, while fairly broad, is even to-day wholly unimposing. And as an able

Frenchman, Elisée Reclus, expressed it in 1893, the first thing to do was "Not to widen the streets but to clean them." "There is no original architecture in Rio," added Reclus, "merely copies of copies." The dock or port district of the city lying a few hundred yards north of the landing stage was described even by Brazilian authors as "horrible." It has been wholly transformed in the last few years. West and north of this busy but squalid district the city was struggling to contend with marsh and swamp—the low-lying foreshore and plain apparently permitted to exist by the imperious hills and mountains overlooking it. Here, where the poorer inhabitants congregated, was a happy hunting-ground for the yellow fever scourge. This district too has been wholly altered by various other improvements, some still unfinished. And yet the old Rio, with its 700,000 population, extended even then some six or seven miles from its original nucleus out to the southern ocean front, and even further to the north-west and west, gathering beauty and picturesqueness as it meandered around the intrusive hills, loth to go far from its beautiful bay.

If the public buildings of the old Rio were mostly poor and shoddy, the business and the social quarters were equally undistinguished by fine structures. The shops in the narrow streets were naturally dark, and even in the famous and ancient Rua Ouvidor (Auditor Street), where fashion, politics and business daily mixed and still mix, the ground-floor shops, cafés and booths were notorious for their sombre, sunless interiors. Nor, although two to three centuries old, had these narrow central streets the merit of extreme antiquity and quaintness such as we associate with Magna Grecia cities like Taranto and Rhodes. To-day those that remain have certainly a quaint aspect, but this is principally accorded to them by the general modern glamour of the



Looking down from the Eastern edge of Corcovado Peak (2,300 feet).

recent improvements. Then again, the villas and residences of the old Rio, while often picturesque by reason of Nature's gorgeous setting, were generally bald in design and frequently ridiculously overcharged with meaningless outer decorations. The old Rio, however, had its widely ramified tram-services, since greatly improved because electricized. These provide to-day a diversity of track and scenery surely unequalled by any city in the world.

THE NEW RIO.

The new Rio, on which Brazil so justly prides itself, is the result of a comprehensive project boldly conceived and brilliantly executed. Many streets and whole quarters were demolished ; large tracts of marsh land were canalized and reclaimed ; a great boulevard and a magnificent bay-side promenade were built, and huge and imposing buildings sprang up in the centre, with scores of pretty modern villas in the residential districts. The two outstanding features of this "Haussmannization" of Rio are undoubtedly in the eyes of visitors and natives the Central Avenue, now called Avenida Rio Branco, in memory of Brazil's late illustrious Minister for Foreign Affairs, and the lengthy bay-side promenade, named Avenida Beira Mar. To these must be added the imposing new quays and the Mangue Canal. The work of demolition for the Avenida Rio Branco was commenced on March 8, 1904, and completed within six months. The names of the chief builders of this great work which will always be affectionately remembered by a grateful people are, besides that of President Rodrigues Alves, the late engineer Passos, Dr. Lauro Severiano Müller, present Minister for Foreign Affairs, and Count Paulo de Frontin. The avenue is a mile and a half in length in a direct line from Saude shore to Lapa shore, north and south,

and practically parallel, at a few hundred yards' distance, with the eastern shore frontage of the central district of Rio. Its width is 33 metres. Of the 590 buildings pulled down to permit its construction, the official verdict declares that "two-thirds were ugly specimens of architecture without art and of habitations without hygiene." The avenue crosses eleven streets, and at its junction midway with the narrow Rua Ouvidor we have now the most fashionable point of Rio's most fashionable thoroughfare. To the Avenida Rio Branco at some time of the day, or at least on one or two occasions weekly, come the majority of Cariocas—"Fazendo a Avenida" (doing the avenue), is the popular phrase. It is no exaggeration to affirm that every automobile in the city, private or public, gets here several times a day, proof positive that this huge city is really very small from a Society point of view. There are at present some 2,500 motor cars in Rio de Janeiro. All trams lead to the Avenida, many cross it, but none is permitted to traverse it. Elegant motor omnibuses are alone allowed. The most serious business man or politician and the gilded and some of the ungilded youth of Rio make the Avenida their daily lounge. The café proprietors are permitted to place their chairs on the inner and outer sides of the elegant pavements. Here sit the old and young inhabitants of Rio of an afternoon, and here "process" at slow pace the beauties and the non-beauties of feminine Rio, for to shop, for to "cinemá," for to observe, and for to be observed, and, if luck will have it, for to be snapshotted by the photographer of some illustrated Carioca weekly. I have myself lingered "star-gazing" here on a glorious, heaven-blessed morn, or noon, or afternoon, but—— I must get along just now. The general aspect of the Avenida Rio Branco is undeniably gay. The buildings have a varied architecture and height,

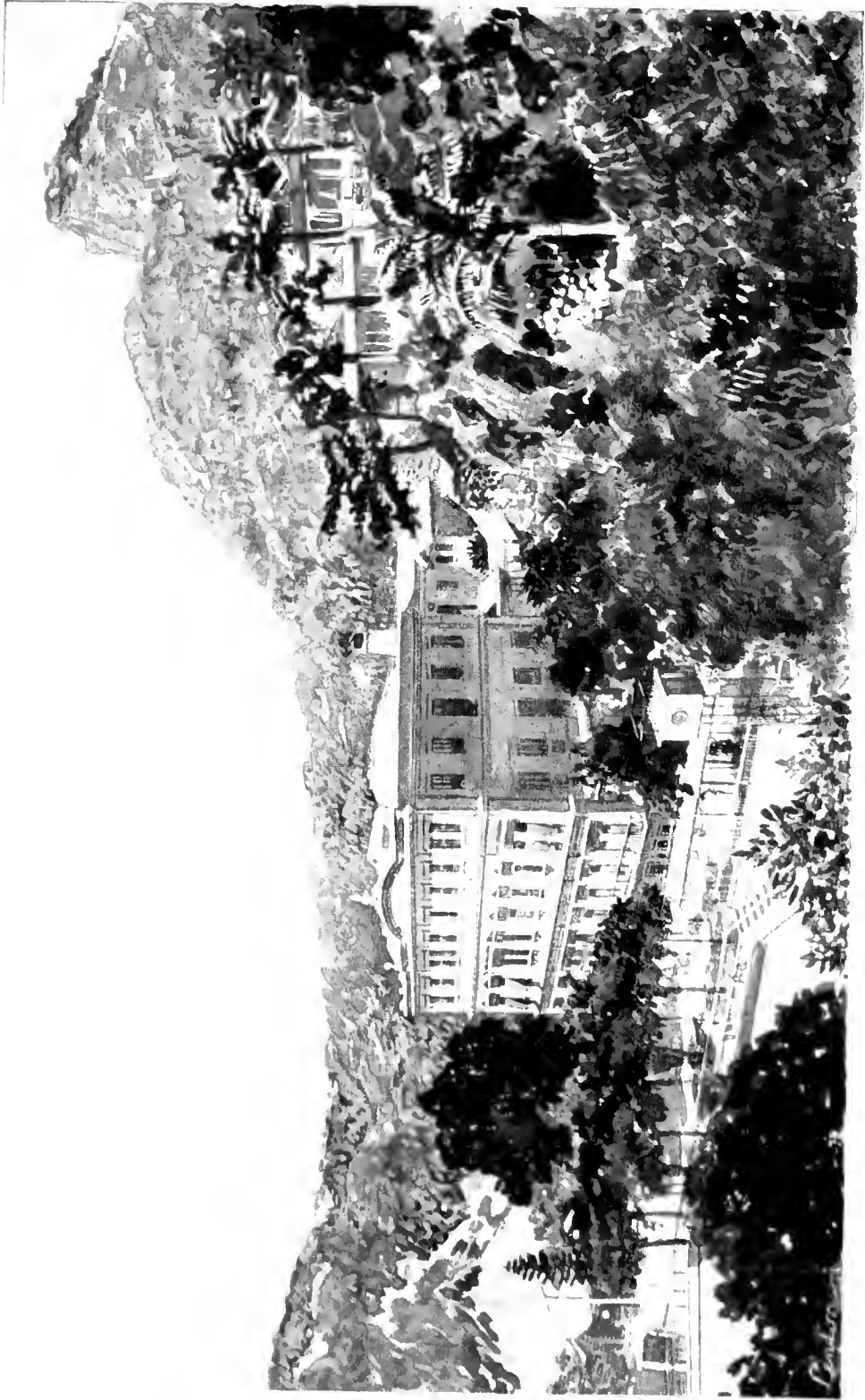


Copacabana and Leme.

uniformity having been deliberately avoided, and at the southern extremity some stately edifices have been erected. Among these I may mention the Municipal Theatre, the Monroe Palace, the National Library, the Academy of Fine Arts, and the Guinle Hotel, all pretentious and stately structures. The Military, Naval and Central Clubs are situated in the Avenida, also the three principal newspapers, *Jornal do Commercio*, *Jornal do Brasil*, and *O Paiz*, many elegant shops, several "picture palaces," and scores of business buildings—banks, shipping offices, import houses and others. One of my illustrations, showing Messrs. Guinle's business premises and a Moorish building adjacent, will indicate the temerity in colour of the Avenida architecture, nor will the visitor fail to recognise the colour-plates of the Municipal Theatre and the Caixa de Amortização.

The second outstanding feature of modern Rio is the magnificent bay-side drive, styled Avenida Beira Mar. This extraordinarily beautiful promenade has not, perhaps, its equal in the world. Commencing as a continuation of the southern end of the Avenida Rio Branco, it follows the southwestern shore of Rio Bay for about four miles with a single interruption midway, caused by the promontory of the Widow's Mount (Morro da Viuva), behind which it bends inland for some three hundred yards only. The stranger immediately remarks that this superb drive seems to exceed Rio de Janeiro's present metropolitan pretensions, for, with the exception of the automobile owning class, the populace uses the Beira Mar very little; but it has been built for the convenience and luxury of the Rio of the future. Branching from the Avenida Rio Branco, the Avenida Beira Mar follows the Praia da Lapa (Lapa Shore), passes the pretty Passeio Publico (or Public Promenade), skirts the Praça da Gloria (literally Place of Glory, but properly Place of Our Lady of

the Assumption), a very beautiful open garden, courses along the Praia Flamengo, turns behind Widow's Mount, rejoins the bay at the Praia de Botafogo, a superb natural horse-shoe, and terminates at Praia Vermelha. The whole of its course affords a double motor-track, perfectly laid and kept, with intervening greens and gardens, and for a long distance the electric trams follow the drive between the motor-roads and the villas that face the bay. A solid sea wall, over which, however, the waves sometimes tumble, preserves the outer pavement—or, I should say, generally preserves it. In April, 1913, a terrific *resaca*, or surf, occurred, lasting two days. Apparently the waters of the bay were quite calm, but an Atlantic under-swell flung heavy waves against the granite walls of the Beira Mar, and, in several places for hundreds of yards, tore them like match-wood, flung the great blocks high in the air and ten and fifteen yards into the motor-ways and gardens, and heavily flooded all the adjacent streets. It was a picture of rare havoc, and expensive enough to the municipality, but is all now repaired. Here I may call your attention to the brilliance and extravagance of Rio's lighting arrangements, very noticeable along the whole length of the Avenida Rio Branco and Beira Mar. Rio's atmospheric reflection at night can be seen forty-five miles away at sea, whereas the illumination of New York is not visible in the sky at a greater distance than twenty miles. Public lighting indeed seems to me unnecessarily extravagant here. Electric arc-lights of great power alternate with more modest gas lamps, which they almost wholly obliterate. Undoubtedly the delightful art of the gardener, demonstrated in the array of tropical grass lawns and plants and flower beds, gives the Beira Mar Avenue its chief distinction, after that of the majestic views of the bay which it affords. The manner in



The International Hotel, Santa Theresza, Rio de Janeiro.

which these open garden plots are kept, with their choice varieties of grasses, palms, evergreens, and gorgeous flowers, is an artistic feast that never satiates. Occasional white statuary lends added elegance to the miles of garden. And now, in modern Rio, fronting the drive and the bay, have sprung up scores of villas, many of them evincing purity of design and variety of style. From the Beira Mar street after street penetrates away at right angles until stopped by the various hills and mountains, such as the Morros Santa Thereza, Alto do Sá, Mundo Novo, and the frowning Corcovado.

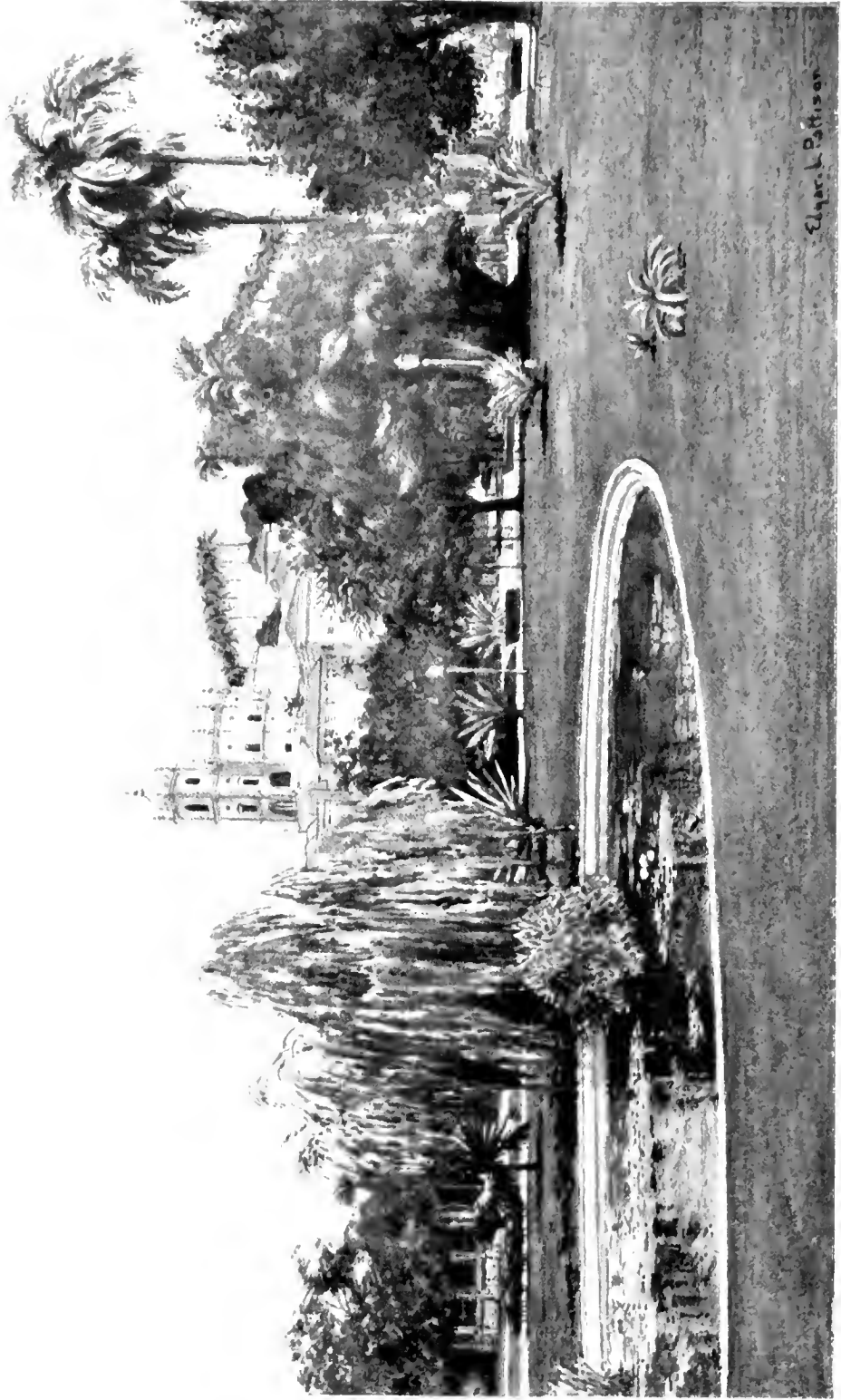
All this elegance has to be financed, and I shall refer to that part of the programme in another chapter. It is sufficient to say here that the Prefect of Rio, General Bento Ribeiro, estimated the municipal revenue for 1913 at £2,800,000.

Perhaps the next remarkable feature of the new Rio is its tramway service ; but for an account of this and its intimate play in the life and beauty of the city and the best excursions offered by it to the tourist, I must refer my readers to the chapter on the Rio de Janeiro Tramway, Light and Power Company. Before turning to consider the city buildings, the streets and the people, I may now direct the visitor to look due east across the bay to Nictheroy, capital of the State of Rio de Janeiro. Nestling at the foot of a mountain chain, Nictheroy is ever present to the eye as you stroll on the Beira Mar, and although of no pretensions as a city, it contains the seat of Government of the State (as opposed to that of the Federal Government which is in Rio city), and is well worth a journey. Nictheroy is fifteen minutes' trip by ferry steamer from the Quinze de Novembro Square, or Caes Pharoux. It is practically a suburb of Rio, many business men and clerks electing to reside on that side of

the bay and making the double journey daily. Here is the English sporting ground, confirming the general British practice of finding out a Land of Goshen wherein to hob-nob in a strange country. Like the huge Rio, Nictheroy is well served by electric trams, under the ægis of the Leopoldina Railway (to the chapter on which British concern I beg to refer you), and the visitor should not miss the trip along the Icarahy and Boa Viagem shores to Jurujuba, as they provide perhaps the most enchanting bay-side views in this enchanting harbour. After a few minutes' journey from the landing-stage, the tram turns by a public garden and skirts Icarahy shore. Here little granite islets are picturesquely dotted in the waters, which are admirably limpid, and irresistibly invite the bather. Further on, with kaleidoscopic prospects of the harbour entrance, the Sugar Loaf and Corcovado on the Rio side, we arrive at Jurujuba, held by many to be an ideal residential spot, for here you can fish from your drawing-room window, and bathe from your garden step. Indeed, once outside of Nictheroy town, woods, hills, and sea-water combine to tease you, and a pleasant day may so be spent, though a good restaurant is badly needed. Until the commencement of the eighteenth century there was an active whaling establishment at Nictheroy. In the past whales frequently indulged in a visit to Rio Bay, and at very rare intervals to-day may be seen inspecting the shipping and the shores, and obtaining the honour of a newspaper notice, and the attention of the Mauser rifles of the forts.

THE GARDEN CITY.

But to get back. Rio de Janeiro has earned and has deserved the title of the City of Gardens. The superb forest scenery in and around it assists to this impression, as



A Corner of the Praia da Glória.

the reader will learn when he follows me on the tram routes ; the Beira Mar scheme enhances it. There are three enclosed gardens that the visitor should not fail to enter : the famous Botanical Gardens at Gavea ; the Passeio Publico at the Lapa corner of the Beira Mar Avenue, and the large Praça da Republica in the centre of the city.

The Botanical Gardens offer an unequalled prospect. First, double avenues (800 yards and 600 yards respectively) of the lordly royal palm, these perfect aristocrats of the arboreal world attaining an average height of 80 feet ; secondly, a profusion of tropical and exotic flora, perhaps unsurpassed, of which Brazil herself supplies two-fifths. The parent royal palm of all those now in Brazil is also in the garden ; it was conveyed from the Isle de France to Rio and planted here in 1808 by Dom João VI. It is 115 feet high and 4 feet 4 inches in diameter at the base. The Passeio Publico, situated at the point of contact of the Avenidas Rio Branco and Beira Mar, is the oldest public garden in Rio, having been planted in 1783. It is very prettily designed with the aid of miniature lakes, cascades, rustic pavilions and bridges, and contains an aquarium. The Praça da Republica claims to be the largest garden in the centre of any metropolis. It occupies an area of 147,000 square metres, was laid out in 1880, and is very charmingly designed. Over 60,000 species of plants are contained in it. The roadways are free to automobiles and carriages. The artificial waters cover 17,000 square metres, and these are cunningly divided by artistic bridges. In this Praça da Republica is held the annual Battle of Flowers, and being centrally situated the park is much frequented by the masses.

Lastly, taking a place of honour among the parks,

although not a park, must be mentioned the Avenue of the Mangue Canal, by reason of its superb quadrilinear array of royal palms. The long, wide street, Floriano Peixoto, crossing the Avenida Rio Branco leads past the Praça da Republica, the Foreign Office, the War Office, and the Central of Brazil Railway Station, and at its western end turns into the Mangue Avenue. Here are splendour and squalor combined. The avenue is 1,320 yards long; the canal is in the centre and on either side are double rows of lofty palms and double roadways. The squalor referred to exists in the shabby and often hovel-like buildings on either side of the avenue, almost destroying its beauty. No doubt in time these eyesores will give way to modern and handsomer architecture. After a straight course the canal bends to the north and continues for a further 1,800 yards. It represents a double municipal achievement, having been built (1860) to drain the marshy plain through which it runs and having later (1903—4) been utilized for the sanitation of this then unhealthy and thickly populated part of Rio.

PUBLIC BUILDINGS AND THE CHURCHES.

Most claims that Rio de Janeiro can advance in the matter of impressive architecture must be based on the work of the very modern builder, but historical interest heightens the dignity of several structures. There is a church, Igreja de São Sebastião, which was commenced in 1567 and finished in 1583. It stands on the summit of Castle Hill, and holds the mortal remains of Estacio de Sá, the founder of the city. I do not know that in any country colonized by Anglo-Saxons there exists so old an edifice, but it must be said that its antiquity is its only charm. Not one of the ecclesiastical buildings of Rio is remarkable for exterior beauty, and most of them have gaudy interiors.



The Ministry of War.



1500-1900. The Monument to Cabral, Discoverer of Brazil. Praça da Glória.

The largest, Igreja de Nossa Senhora de Candelaria, is situated in the narrow street of the same name, tucked away indeed among alleyways, in a far worse manner even than St. Paul's in London. Its dome, however, is a feature of the city landscape from the bay or the neighbouring heights. It dates from the beginning of the seventeenth century, but was rebuilt in 1755. Here was buried the French naval captain, Duclerc, assassinated in 1711 when on parole from the Portuguese, who had forced him to capitulate. The church of Our Lady of Mount Carmel was rebuilt in 1761 to replace the original edifice erected in 1589. This church adjoins the Cathedral of Rio, a building in early baroque style, and the two face the visitor who may land at the Caes Pharoux in the Praça 15 de Novembro. Another great church is that of S. Francisco de Paulo in the square of the same name. It is the favourite fashionable shrine for masses for the dead, and dates from 1759. There are altogether fifty Roman Catholic and ten dissenting churches in the city, besides five monasteries and convents. There is, I believe, an English church and an American; but with a prejudice against ecclesiastical pretensions of all kinds I may be excused from lengthening my catalogue. Positivism flourishes greatly in Rio and Brazil. Fortunately for the intellectual future of the Republic the churches are all separate from the State, and it is typical of the mental attitude of Brazilians that you may find in your *Jornal do Commercio* not infrequently, and on one page; a sermon by a Catholic priest proving the errors and eventual damnation of non-Catholics, another by a brother Wesleyan howling at Rome, and a third essay by some Positivist laughing at the other two. Of the monasteries I will mention that of the Franciscans on S. Antonio Hill, just above Carioca Square, with the adjoining church of

S. Francisco da Penitencia, dating respectively from 1608 and 1700. Finally, a very fashionable church, and one that the visitor will do well to enter on a Sunday morning, is the Mother Church of the Assumption, in the Largo do Machado (Machado Square), in Laranjeiras, close to the Hotel dos Estrangeiros. It is built in the style of the Madeleine in Paris. Its interior in the baroque style is typical, ornate and gaudy, and it has the high altar and six others. At the ten and eleven o'clock Sunday morning services this church is packed, and the portico, steps and roadway are well filled with the young Cariocas of fashion who inspect the fair worshippers going in or coming out. Ugly, mutilated beggars solicit alms, at the gate, of the finely-attired ladies as they alight from their motor-cars. We have now a further example of the marked tolerance of Brazilian democracy, for the negro woman and the mulatto freely attend these picturesque services, side by side with the Circassian and Iberian. A large male attendance is another noticeable feature, and, to the not too cynical mind, this Sunday morning scene is bright and happy, bespeaking that conservatism and honour of virtue which continue to exist in spite of faith hatreds, in spite of politics and—in spite of Rio's week-day lotteries.

Two striking modern edifices, both illustrated in this volume, are the Municipal Theatre and the Monroe Palace, decorating the southern limits of the Avenida Rio Branco. If a resident, you will pass and repass them in the tramcar until you grow almost tired of them. The Municipal Theatre is, with the greater Colon Theatre of Buenos Aires, and the Municipal Theatre of São Paulo, the Mecca of the great actors, actresses, tenors and divas of Europe; indeed, I suspect that the lavish salaries paid in South America to the European virtuosi for a quarter of a



The Monroe Palace.

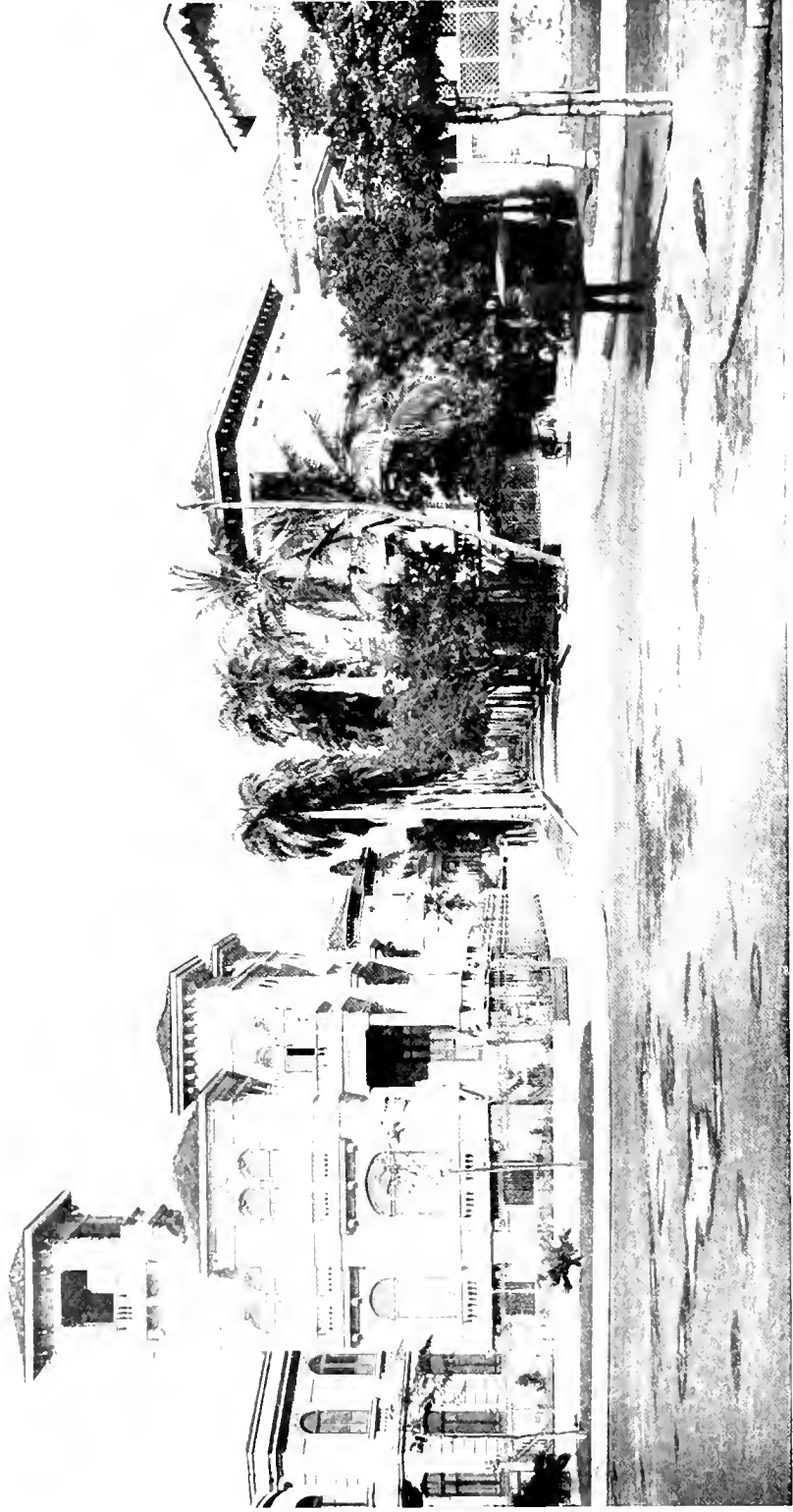


Ipanema Beach: a South Atlantic Suburb of Rio.

century have been the best universal advertisement of South American wealth and culture. An initial error was made in 1904 when the Municipal Theatre was designed. Built of various marbles, from the model of the Paris Opera, at a cost of over two millions sterling, and most luxuriously and extravagantly constructed, it will seat only 1,700 people. It is, however, not only the most elaborate and costly building in Rio, it is also the theatre *par excellence*. The Lyric, the Palace, the Old Theatre, and others are all much inferior, although really first-class fare is still provided at the Lyric, which lies just near the Municipal. The cinematograph halls in Rio are legion, and very popular; not only for the pictures, be it said, but as trysting-places, or for breaking the monotony of "Fazendo a Avenida." They are well served, and fully equal to London, Paris or New York shows. There are also music-halls, to which I can only recommend a visit when you are so bored as to be on the verge of jumping off the earth. In a word, Rio's music-halls are very third rate, but are well patronized by the ever-speculative demi-monde.

The Monroe Palace, built in a quick six months for the Pan-American Congress of 1908, stands at the junction of the Avenidas Rio Branco and Beira Mar. It is a cream-coloured structure, flanked by Corinthian columns and surmounted by an ornate dome, and is a reproduction of the Brazilian Pavilion at the St. Louis Exposition in the United States in 1906. It is practically an open hall, and is principally used for ceremonial receptions and banquets. Two other buildings detach themselves in my mind from the conventional series of public buildings common to all capitals—the President's Official Palace of Cattete and the Itamaraty Palace, or

Foreign Office. The Presidency, which is passed by all tramcars of the Jardim Botânico service, traversing the southern and aristocratic quarter of the city, has a certain elegance in its severe, studied simplicity and architectural restraint. It has been rose-coloured, but in the brilliant sunlight appears white. The ground floor contains the President's informal reception room, ante-rooms, waiting-rooms and secretariat. I wish to record here the many courtesies I have received in this latter room from Dr. Alvaro de Teffé von Hoonholtz, the then able and courtly secretary and friend of Marshal Hermes da Fonseca. Such treatment as I have personally experienced at Cattete Palace cannot fail to impress the foreigner most favourably and compel his gratitude. The Marshal himself honoured me with an invitation to the most magnificent State ball ever given in Cattete, on the occasion of the visit of the Special Argentine Ambassador, General Roca, and subsequently permitted me to invade his Sala de Honrá with my artist and photographers for the purpose of a picture. On the first floor (or *andar nobre*—noble floor) are the diplomatic and official reception halls, the "Pompeian" and the "Venetian," the dining-hall and the Moorish smoking lounge. The second, or top-floor contains the President's private apartments, not used for the long period that Marshal Hermes lived at the Guanabara Palace. The Presidency faces Cattete Street, and has a beautiful garden extending back to the Beira Mar Avenue, with a special pier beyond this into the bay for Presidential use. Two green and gold ensigns of Brazil float from flagstuffs on the roof when the President is giving audience; a khaki-uniformed soldier, not as imposing as the Life Guards at Whitehall, stands on guard in the main doorway, which gives modestly on the Cattete pavement.



A chip of the Beira Mar Avenue, at the back of the Estrangeiros Hotel.

The beautiful Rua Paysandú, with its Royal Palms.



The Palace was built in 1862 by the Baron de Novo Friburgo, and was acquired by the Republican Government in 1896. The Itamaraty Palace, Brazil's "Foreign Office," is also from the outside an unpretentious building, but handsome enough within—and kind enough, as I have reason to say of its two distinguished chiefs whom I have known, the late Baron do Rio Branco and H.E. Dr. Lauro Müller. The regal Foreign Office balls are a feature of Rio de Janeiro's social functions, and the visitor will do well to ask permission to see the ball-rooms, the Itamaraty library and the garden with the royal palms. I like to recall how, in the handsome cabinet of Dr. Eneas Martins, the then Under-Secretary for Foreign Affairs, and now the Governor of the State of Pará, he and I pursued a gorgeous butterfly which had been tempted by a plant upon the Under-Secretary's table. Rio abounds in butterflies, as the world should know, and in this respect the Itamaraty is wholly unlike its famous fellow-building in Downing Street, where doubtless Sir Edward Grey can rarely catch them.

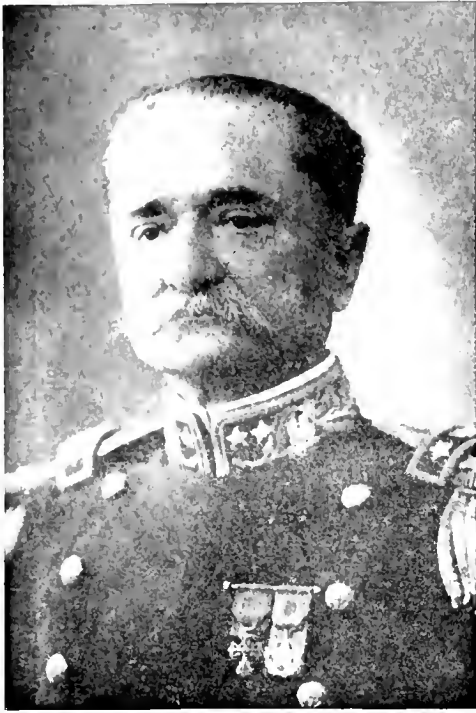
MINISTRIES, CONGRESS AND THE NATIONAL MUSEUM.

The other Federal ministerial buildings are more distinguished for their size than for architectural design, such as the huge War Office and the "Fazenda," or Ministry of Finance; except perhaps the Ministry of Agriculture, Industry, and Commerce, presided over by H.E. Dr. Pedro de Toledo,* who, I make bold to say, has proved himself one of the most successful ministers of Marshal Hermes da Fonseca's Presidency. Dr. Pedro de Toledo has placed on me a lasting burden of gratitude, that is true; but if I have

* Since the above was written Dr. Pedro de Toledo has been appointed Minister in Rome.

any judgment of Brazilian affairs, I can, as an observer, vouch for his earnest and distinguished services to his country, and may I add—for what Brazilian statesman has no enemies?—his personal popularity. The Ministry of Agriculture was built for the Brazilian National Exhibition of 1908. It is situated in Praia Vermelha at the far end of the Botafogo portion of the Beira Mar Drive, and consequently four miles from the centre of the city and five miles from the War Office and the Prefecture. Englishmen and Americans will, I know, join me in a protest against this far-away-ness of so important a Ministry, which is much as though our Board of Trade in London were situated in Putney. It is an imposing building with a high-columned portico, affording a delightful outlook over the harbour and the Botafogo Drive, and dominated close at hand by two frowning hills.

Politics, as may be supposed, carve a large slice out of the life and activities of the Federal capital of Brazil. There is no court, but there is no lack of courtiers in Rio de Janeiro. Indeed, moving in a very extensive circle, one might assume that all was politics, that there was no grand commerce, no industrial activities beyond those of the shops and markets. Such an assumption would naturally be quite erroneous, and as though to upset it, we have the wretchedly humble character of the two Houses of Congress. The Senate House is situated at No. 1, Rua de Areal, facing the western end of the Praça da Republica, or Hyde Park of Rio. It is a wholly unimposing building, and was once the residence of the Conde dos Arcos, the last Viceroy of Brazil. It is a simple matter to attend a sitting, and, I must say, with the greatest of Brazilian orators, one is surprised to find so mean a place for the Senate of so great a country. I heard Senator Ruy Barboza halt in the course of a great oration and appeal to the Vice-President, General Pinheiro Machado,



H.E. Admiral Belfort Vieira
Ex-Minister of Marine.



H.E. Dr Rivadavia Corrêa
Present Minister of Finance.



H.E. Dr Francisco Salles
Ex-Minister of Finance.



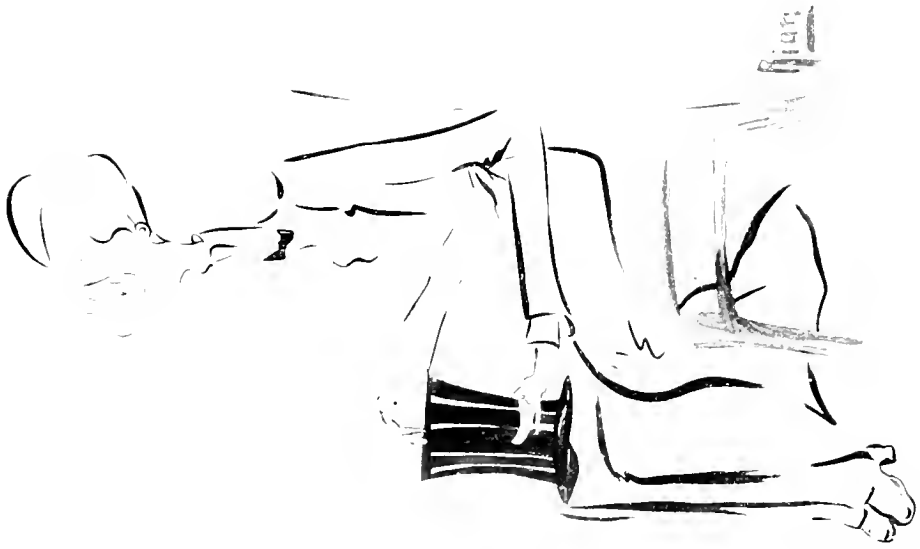
H.E. Dr Pedro de Toledo
Minister of Agriculture.

in indignant, forceful terms, protesting that noisy trams and motor-omnibuses should not be allowed to drown his voice ; in short, to pass just under the chamber windows while the Senate was in session. May I mention in passing that foreigners, noise of trams notwithstanding, should endeavour to hear Dr. Ruy Barboza in the Brazilian Senate—they will be listening to the greatest master of the Portuguese language and the most brilliant success of the first Hague Conference. Nearly a mile from the Senate, hidden away in the Rua da Misericórdia, near the Quinze de Novembro Square, and formerly a gaol, is the Chamber of Deputies. It has been transformed inside to accommodate 212 Federal deputies, but is even less pretentious than the Upper House. The public galleries round the confined debating floor easily permit of animated conversation between deputies and the public, of which full advantage is often taken. Another building that the visitor should see is the National Museum. This is housed in the old palace of the Emperor in the S. Christovão quarter or north-western part of the city, and stands in a goodly park, not un-English in appearance. It is not by any means one of the leading museums of the world, but the collections connected with the habits and customs of Brazilian Indians, their arms, utensils and costumes, and the native fish, shells, birds and reptiles are very interesting, as is also the mineralogical section. In the vestibule may be seen an enormous meteorite, originally over four tons in weight, discovered on the bank of the Bendego river, in the State of Bahia, at the end of the eighteenth century. There are also fragments of the skeletons of the mastodon and dinotherium, found in the States of Sergipe and Bahia. From the Museum your motor-car may take you to the Zoological Gardens—but to both places you can go cheaply by tram. The Rio “ Zoo ”

is disappointing, and I here lodge a protest against the treatment of my friend, the solitary polar bear, who must be as fond of ice as any hardy Esquimaux or good American. The gardens are pretty and contain a varied if not a large collection, the jaguar, the ounce, the tapir, the anaconda and the alligator, and most indigenous animals, birds and reptiles, but by no means on a scale worthy of the metropolis of Brazil—and the heavy entrance fee of one milreis (1s. 4*d.*) is charged.

SCHOOLS AND HOSPITALS AND CLIMATE.

Rio de Janeiro has no university, an extraordinary lack, and it is not well provided with educational establishments. Successive Ministers of Education have deplored the Republic's indifference to this great national need, none probably with more effect than Dr. Rivadavia Corrêa, and the present active Prefect of Rio, General Bento Ribeiro. There are a National School of Art, National Institute of Music, Faculty of Medicine, Polytechnic College, Law School, Military and Naval Academies, and a complement of primary and secondary institutions. Many of these latter are very "shoddy" indeed, but if the visitor wishes to see what the Brazilian educator can do at his best he should procure permission to visit the Collegio Militar, situated at the foot of the Morro de Babylonia (Babylon Mount), in the western part of the city. This handsome and perfectly-fitted "Public School," as it would be called in England, is run on military lines as a secondary civilian college, and trains upwards of 800 youths. It stands in beautiful, spacious grounds, contains swimming baths, riding, drill and shooting yards, football and sports ground, and can hold its own with any similar institution in Europe as a joint day school and boarding school. The visitor will be impressed

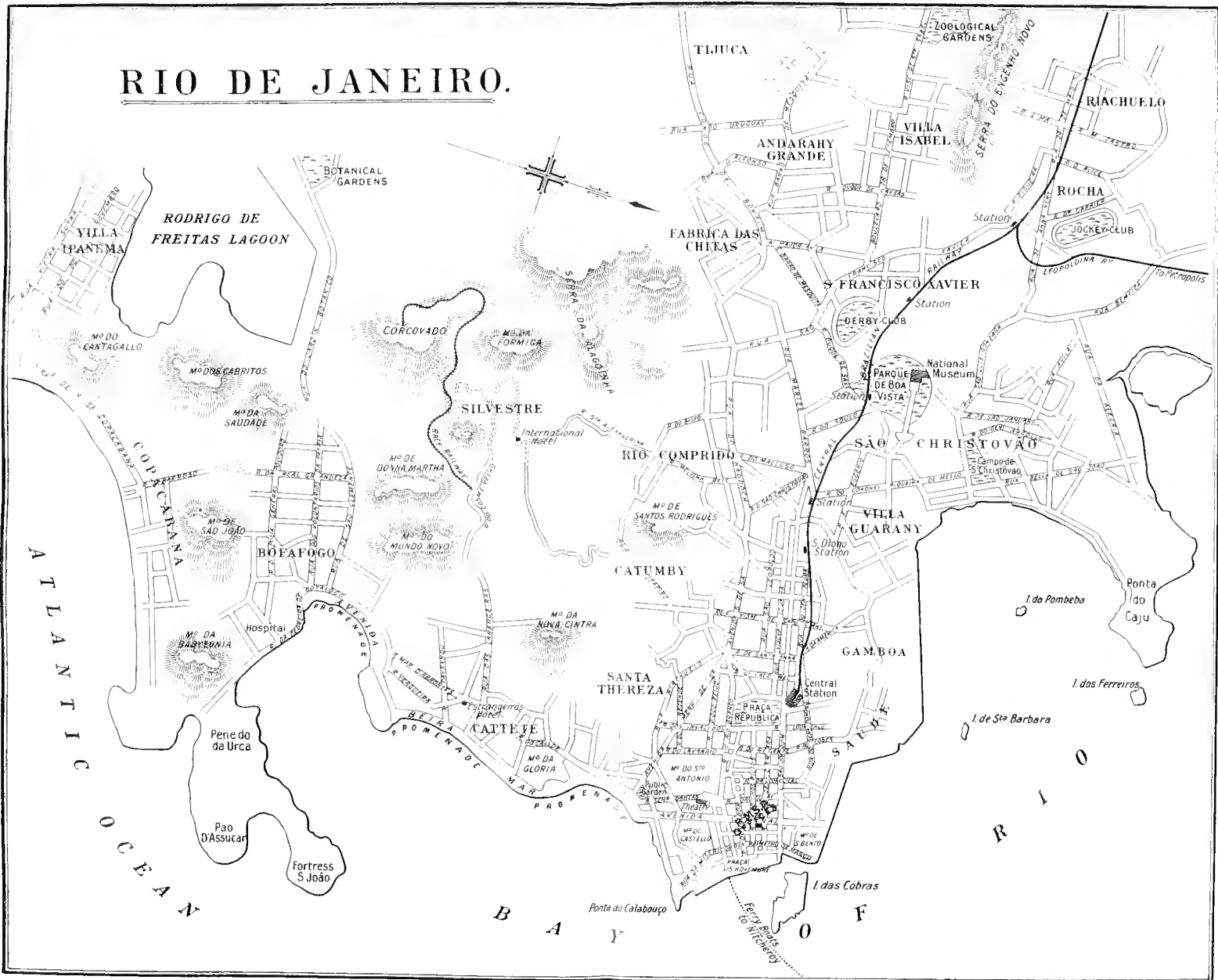


Senador Guimarães. Natal.



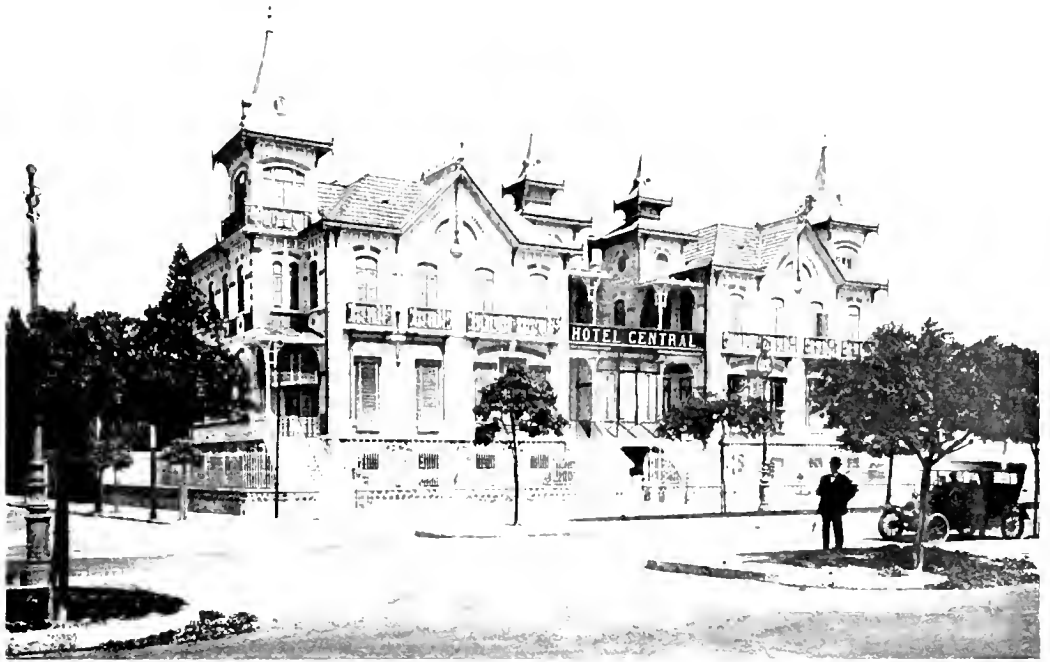
Dr. Assis. Brazil.

RIO DE JANEIRO.



is now a healthy city with a death-rate of less than twenty per thousand. This would probably be still less if pulmonary diseases did not find such ready victims in the negro and mulatto sections of the population.

A word about the climate, though I am not out to tell you, as some advertisers of Brazil have too often attempted, that Rio has the most perfect climate on earth. No good purpose can be served by such statements. Having sampled it for two years consecutively I find the Carioca climate admirable from May to September inclusive; April and October, on a good year, may sometimes scrape into the category of admirable, but both months are warm. Remain November to March, the Rio summer. Go up in the hills now if you can afford it—to Petropolis, Therezopolis, Alta Friburgo, or, less far afield, to Leme, Copocabana, Ipanema, Tijuca, Sylvestre, or Santa Thereza. The Carioca summer is not as hot as it is clammy. Ninety-two and ninety-three degrees Fahrenheit is a very high shade temperature for Rio, and I believe 100° F. has only once been reached. During most of these summer months a pleasant breeze blows in from the South Atlantic, and you will only feel the heat if you have to run about—when probably your collar and your cuffs will feel it secondly. In these summer months, then, the climate is enervating, but not in any sense of the words insupportable, risky, or oppressive. And truly the Rio winter is delightful, like March at Monte Carlo, or January at Cairo—at least, such is the impression two years leave on me, writing in a London November. It rains at times in Rio; and yet I am uncertain as to which is and which is not the rainy season. An umbrella and mackintosh should be handy always, but three consecutive rainy days are rare, and sporting and social out-door functions are not frequently marred by wet weather.



On the Beira Mar Avenue.



A Glimpse of Petropolis: The Diplomatic City,
2,000 feet above sea level.

STREET PICTURES.

Let me now lounge around and observe some of the typical street scenes in the Brazilian capital. It has been suggested earlier that Rio, owing to the mixture of Europeans, Indians, and Africans, has something of the kaleidoscopic charm of Constantinople or Cairo. The black and half-caste element gives the most emphatic touch of the picturesque. Many of the tram drivers, policemen, chauffeurs, most of the servant class and nearly all the washerwomen, many bricklayers, street navvies, porters, cooks and office boys are full negro or mulatto. The sunlight is brilliant, and these people, especially the womenkind, love bright and gaudy dress materials. Perhaps half the population is black, mulatto, mameluco, quadroon, and octaroon. They are happy, insouciant, polite, and childlike in the mass, particularly the pure African. And they appear to propagate prolifically. Children abound in Rio, happy, smiling, quaint bundles, dolls and toys of humanity, many of them with only one garment on, and that, not infrequently, very short or scant. They may be seen playing or standing gazing and wondering on front-door steps, in alleys, or at garden gates. Even the white ones do this, and thus very young Brazil, always well-behaved, is an ever-present feature of street life. So also is feminine Rio, but not so much in the street as in the windows. The balconies of Florence are out-Florenced in this respect by the Rio windows, and not only in the afternoon but at any time of day. The Carioca girl at her window might almost be said to be a part of the city and suburban architecture, a decorative addition. The stranger is involuntarily led to speculate on the reason for this, and may find it in the want of freedom, the lack of emancipation permitted to the

Brazilian girl or wife. The Brazilian window, as also the garden gate, plays an important *rôle* in the history of the Brazilian marriage-market. It is as the legend beneath a well-known English picture, "There will pass a Christian by, will be worth a Jewess' eye." And it is significant to notice that this window, as a rule, is the only window opened in the house, a custom not apparently justified by the climate. The window, or there may be two, is shared by old and young women alike, and the very frequent picture of a mother spending hours leaning over the sill, with her baby girl seriously and gravely doing likewise, is most whimsical. A certain pathos is added to the picture in the less frequented streets where there is nothing to be seen in the street except a rapidly passing tram every fifteen minutes, or an occasional stray fowl or cat.

Then we have the itinerant vendor of Rio and his quaint street cries. He passes every house apparently twice a day. A very interesting musical article could be compiled around the generally dolorous and weird, but occasionally staccato and lively, street-cries. Fruit and fish sellers, purchasers of old bottles, vendors of wicker-work and sweets, and a score of others perambulate the city and especially the suburbs. The artist would also find a happy field here, particularly in the enormous burdens carried, for instance, by the fruit and vegetable seller. This by no means powerful-looking individual carries two large baskets suspended from the ends of a four-foot pole balanced over both shoulders. His arms thrown back across the pole, he staggers or jerks himself along apparently with as much pain as effort. One immediately wishes for him a quick and liberal sale, so that he may resume a more natural and painless gait. Another common sight in the weight-carrying line is that



The Hotel in the Avenida Rio Branco, built to the order of Guinle and Company by the Architect, Commendatore Antonio Jannuzzi.

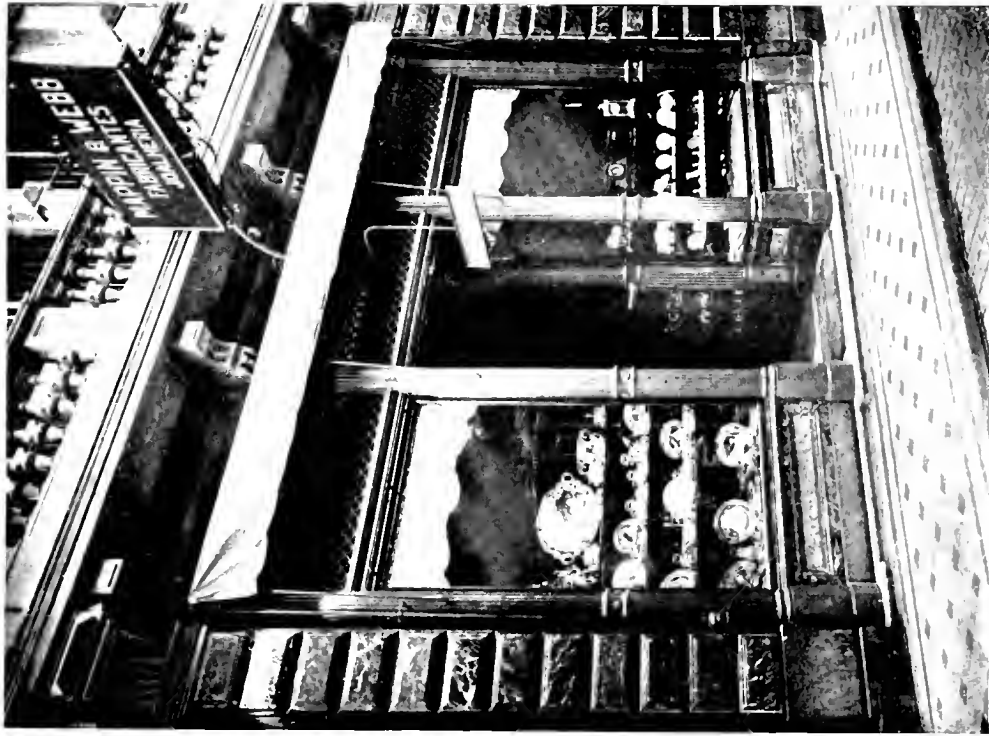
of four stalwart men marching down the street with a grand piano easily balanced on their heads, a marshal or foreman bringing up the rear, in step also. The carrying of articles, light or heavy, on the head is natural with the Brazilian working classes; a washer-woman will thus deftly carry a bundle of clothes considerably larger than herself, or a youth may be seen carrying a stick on his head obviously in preference to carrying it in his hand.

The horse in Rio to-day appears to be an exotic, veritably an animal that looks uncomfortable amid his surroundings. This is not mere fancy, for in the first place the climate is not good for the largely-formed, brave-limbed European horse, and in the second place the mule and the motor-car, and even the worthy long-horned ox, have helped to denaturalize the Rio horse. A "carriage and pair" looks unindigenous, whereas a carriage and a pair of smart, pretty cream mules is Rio. As a consequence it is "smart" to show a pair of mules in front of a brougham or victoria. The quick-stepping, nimble and sure-footed, well-groomed mule is everywhere, for dray or carriage purposes, except in so far as of late it has been supplanted by the automobile and motor-waggon. The manufacturers of the motor-car cannot complain of the Cariocas' avidity to acquire a Fiat, a Daimler or a Renault. Powerful cars are in request owing to the frequent steep gradients of the Rio hills and mountains, but, as was previously hinted, all cars get to the Rio Branco and Beira Mar Avenues daily, and a very common practice with owners is to race up and down the Beira Mar an hour or two at a stretch. In the hot weather this is a sufficiently modern method of obtaining a breeze. Here it may be interjected that the "road hog" is not uncommon in Rio, and that accidents to pedestrians and riders are too

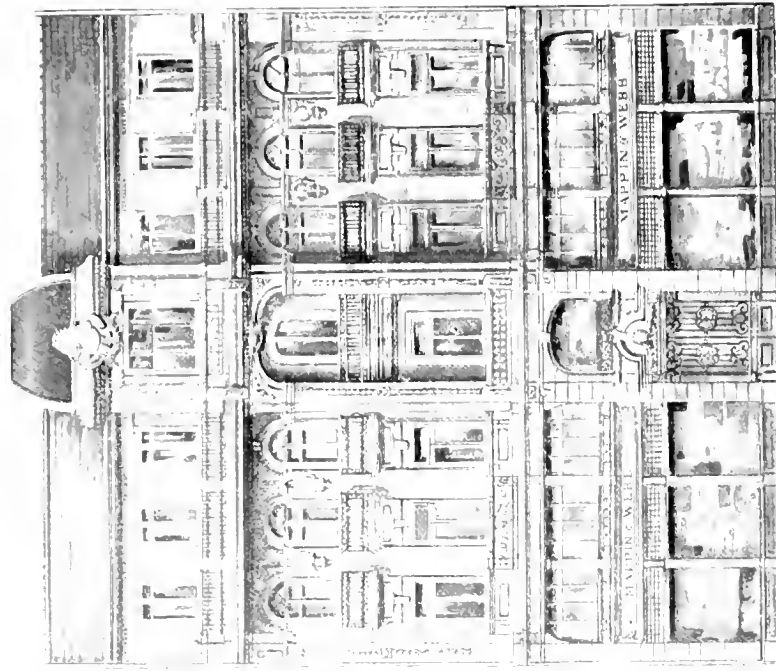
frequent. Of daily occurrence is the heading in the newspapers "Atropellado por um automovil" (run over by a motor-car); and lower down the very constant legend, "O chauffeur evadiou-se" (the chauffeur ran away).

SHOP FEATURES.

The Rio shops cannot be considered equal to those of Paris or London, and are on the whole less handsomely stocked than those of Buenos Aires. Severe customs duties account largely for this, imported commodities being very dear, and national protected articles rising to meet them in price. On the whole the shops are good and gay in the central portion. The jewellery shops are legion, and must be more numerous than in most capitals. The first reason for this is the natural wealth of Brazil in precious stones, and then the native masculine and feminine love of jewellery. Devotion to a Brazilian wife, I have been assured, with a sigh, by devoted husbands, is partly expressible, or even largely so, in diamond rings, ruby pendants, or pearl necklaces. This custom is very marked, and differs oddly from the social restraints which Brazilians still place upon their women-kind. It sometimes displays its hardship in poor furniture at home and poor food, so that the poor lady may pay dearly for her trinkets in comfort, besides impoverishing and disgruntling her lord. So prevalent is this national love of jewellery that many husbands of position will not allow their wives to go into the street or ball-room fully gloved, and I believe borrowing rings and necklaces for a gala evening is not uncommon. The lawyer, the doctor, and the civil engineer also wear a distinguishing jewelled ring on the first finger, although this practice is no longer so general as it was. Thus it



Rua Ouvidor: Rio de Janeiro.



Messrs. Mappin and Webb's new São Paulo premises.

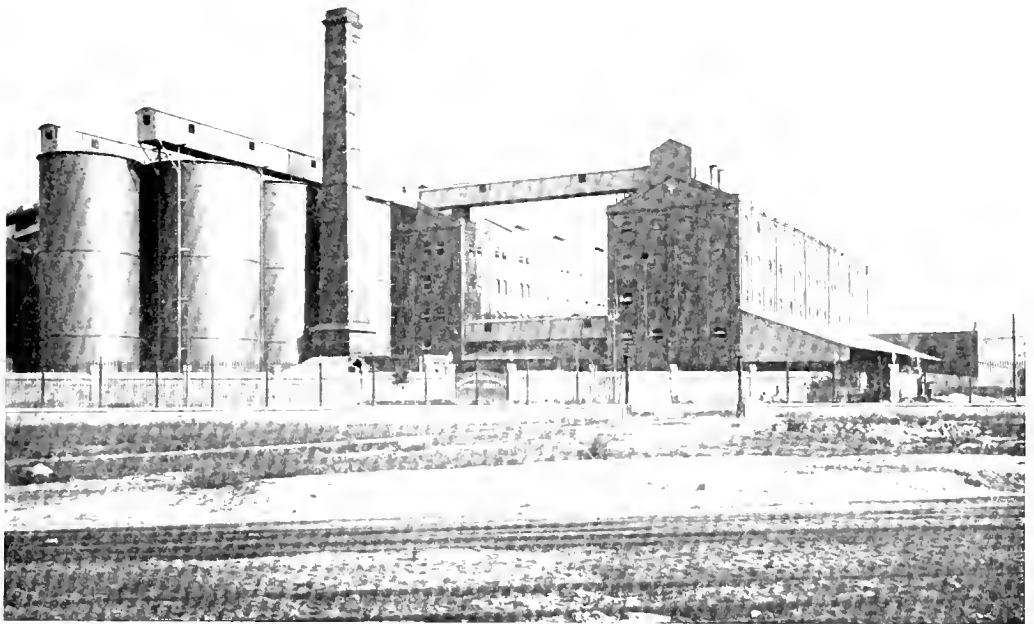
comes that the stranger will be straightway impressed with the great display of jewellers' windows. You will observe also as you walk up the Rua Ouvidor a handsomely stocked shop bearing the world-famous legend "Mappin and Webb." The directors of Messrs. Mappin and Webb, unlike too many great British retailers, have discovered the modernity of Rio de Janeiro, and have opened a flourishing branch here and another in São Paulo. No doubt in time such houses as Maples', Harrod's Stores and others will pay Messrs. Mappin and Webb the flattery of imitation, and will discover Brazil. Fruit shops also occur in plenty, and of fruits there are naturally a fine variety and rare specimens, for few countries can show such profuse and natural abundance. Again, the flowers of Rio, as we may guess in the home of the orchid, are beautiful, luxuriant and varied, although the taste displayed in their combination and arrangement in the shops and markets is not remarkable. Rivalling jewellery, fruit and flower shops, are the cigarette counters and the lottery-vendors' counters. Whereas Spanish America, as seen in Buenos Aires, is content with one lottery a week, Rio has a State-sanctioned lottery every day of the week except on Sunday and special Feast Days. As a consequence, lottery booths abound, and I have no doubt the visitor will readily find his way to the Sonho de Oro (the Dream of Gold), to name only one well-known booth. In the banking quarter of the city these lottery counters look odd cheek by jowl with bank or business house. I shall refer at more length to Rio lotteries in another place. The many miles of streets leading away from the chief centres are largely crowded with small third-rate shops, intermixed with small industrial establishments, and of course the ever-recurring "Armazen" or general grocery store, usually a corner store. The

majority of these are in the hands of immigrant Portuguese, who form the bulk of Rio de Janeiro retailers. Between your true Brazilian and the immigrant Portuguese there has existed for long, long years a very pronounced ill-feeling, much as we have seen in the relations of Americans towards Britishers until, at least, the "Yanko-Spanko" war of 1898. Whether this ill-feeling, or the undisguised contempt of the Brazilian for the Portuguese will undergo alteration as a result of the overthrow of the Portuguese monarchy I cannot pretend to say; but I have always felt amused at its more outspoken expressions by some very good Brazilian friends, for, after all, Portugal discovered, laid hands on, colonized and "made" Brazil to her lasting credit. That Britain lost the United States, Spain all Spanish America, and that Portugal lost Brazil is hardly reason for a sneer on the part of the newer nations, and I suspect the sneers are largely mistaken pose. The Portuguese abroad is a wonderfully industrious fellow, a plodder and an economist; he is, as a rule, not large-hearted and cavalier like the Brazilian. It is the tortoise and the hare again, perhaps.

The military element is much in evidence in Rio, both for the brilliant colouring of the officers' uniforms and the frequent parading of battalions, companies and small squads of soldiers and military police. There are some 4,000 military police permanently quartered in the federal district. These, invariably headed by a band or at least a bugler, might convey the impression that we are in a State with a huge conscript army. This is not correct, however, for the Brazilian troops with the colours are oddly few for so huge a country, and this love of parade is probably not unconnected with the national character. Your Rio policeman is as a rule small. The race, indeed, except in



Gloria and Callete, looking towards the harbour mouth.



The Rio Flour Mills.

the southern States, is probably much below the British average height, although here and there fine, commanding men are to be met. I would estimate the Brazilian male average height at 5 feet $4\frac{1}{2}$ or 5 feet 5 inches.

Thus far, with a cursory review of this pleasant city.

CHAPTER III.

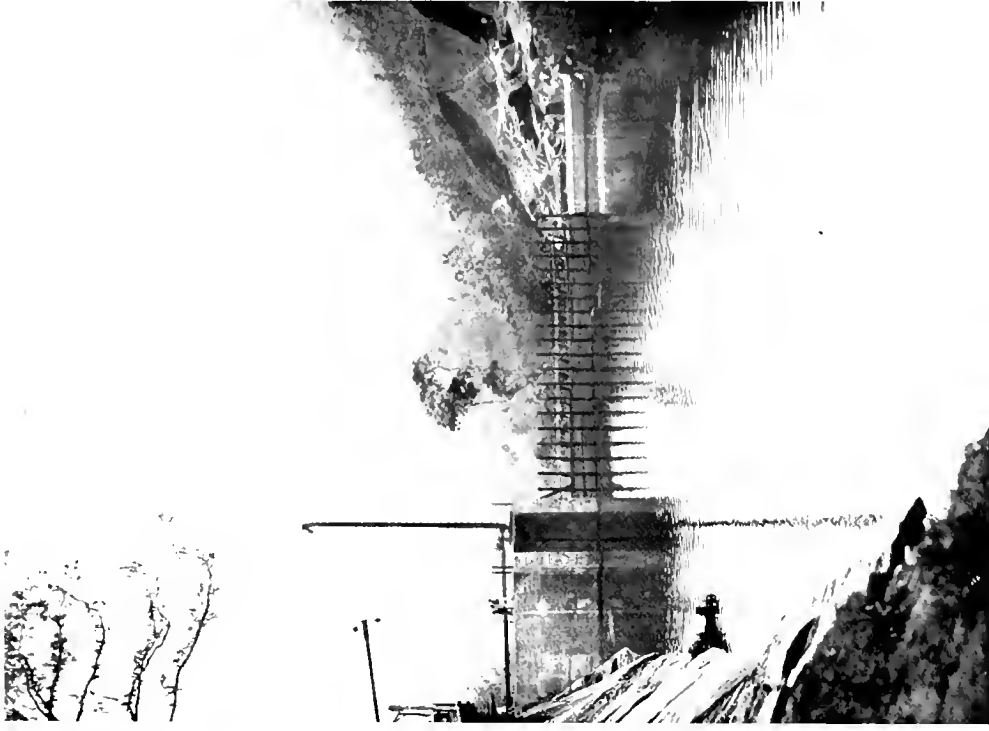
THE TRAMWAYS, GAS AND ELECTRIC LIGHTING, ELECTRIC POWER AND TELEPHONE SERVICES OF RIO DE JANEIRO.

INTIMATELY bound up, as I have said, with the life of Rio is the huge corporation which owns or controls all the above municipal services—The Rio de Janeiro Tramway, Light and Power Company, Limited. Space will not allow of any but the briefest reference to the extensive operations of what Cariocas call “A Light”—The Light; but the present chapter will be utilised to introduce the reader, by tramcar, to some of the chief beauties of the city and its environment, which I have not yet mentioned. Let me first say a word about the corporation, premising that the curious engineer will find but little of the professional and statistical information that in a volume of different pretensions I might have given.

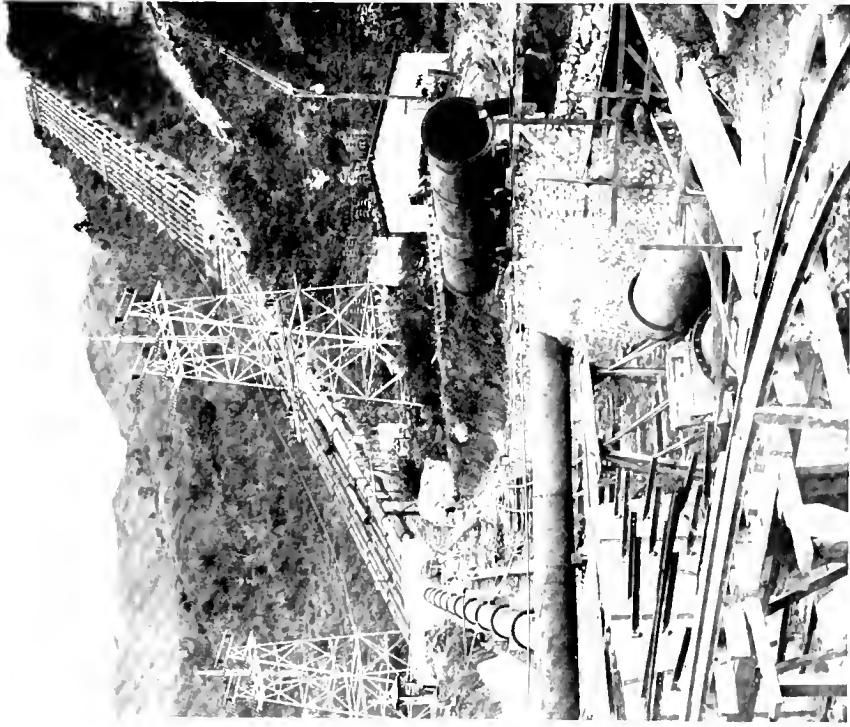
The Rio de Janeiro Tramway, Light and Power Company, Limited, was incorporated under the Laws of the Dominion of Canada on June 11th, 1904; its head office is at 9, Toronto Street, Toronto, Canada, and its office in Rio de Janeiro is in Rua Marechal Floriano Peixoto. The chairman of the company is Sir William Mackenzie, of Toronto; the president, the celebrated engineer, Mr. F. S. Pearson, D.Sc., C.E., M.I.C.E., of New York, and the general Manager in Rio de Janeiro Mr. F. A. Huntress. Its capital is upwards of £19,000,000; it owns practically the entire tramway system of the city, a network of upwards of 200 miles of track; it supplies all the gas and all the electric lighting, some 5,000,000 cubic feet of gas per hour being con-



A glimpse of the great artificial lake at Riberão das Lages; built by the Rio de Janeiro Tramway,
Light and Power Company.



Pirahy Diversion (Dam from up stream) of the Rio
Light and Power Works.



The Pipes at Riberao das Lages; Rio Light and
Power Works.

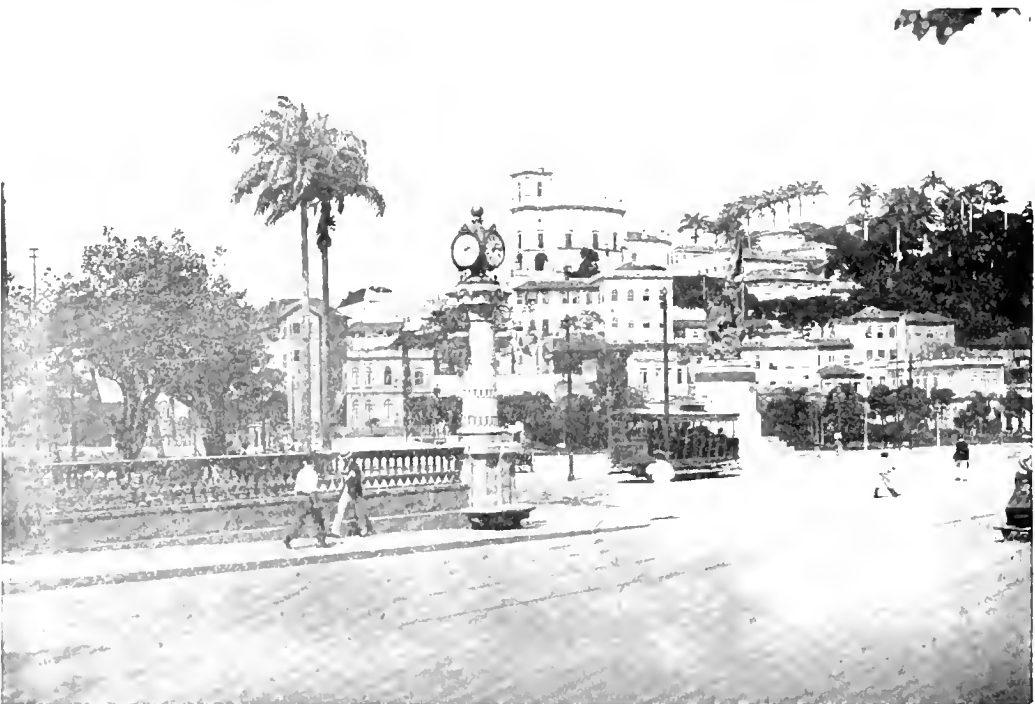
veyed by 460 miles of pipes to upwards of 23,000 customers, while its electricity is carried through 1,600,000 feet of ducts. It owns the telephone service with upwards of 10,000 subscribers, and controls the little mountain railway to the towering Corcovado, to which every good Rio citizen proudly directs the traveller, and whither you should surely go. Its gross revenue amounts annually to more than three millions sterling; it employs nearly 10,000 men and thus maintains thousands of families, and is closely allied to a similar enterprise in Brazil's second city, the São Paulo Tramway, Light and Power Company, Limited. In order to obtain water-power for the electricity of Rio de Janeiro it has impounded the waters of the Lages River. This gigantic work on the Rio das Lages, 51 miles from the capital, produces 100,000 h.p. in conjunction with the recently harnessed waters of the River Pirahy. On the River Parahyba, also in the State of Rio de Janeiro, the company holds the necessary properties to develop a similar amount of power if required. On the Ribeirão das Lages the company owns 22 miles of both banks of the river in perpetuity, and by a dam 115 feet high and 240 yards broad has forced the river into a lake 15 miles long by $7\frac{1}{2}$ miles wide. The waters of the Pirahy have just been conducted to the Lages reservoir by a tunnel nearly 6 miles long thus adding greatly to the volume of the waters of the lake. Prior to the inauguration of the service in 1907 over 220 miles of conduits were constructed for the distribution of the power and lighting wires, and these are being constantly extended.

It is thus a tremendous and ambitious enterprise. If you obtain the general manager's permission, a most interesting trip to Lages, 51 miles from Rio by train, of which the last 12 miles is by the company's line, will give you an opportunity of seeing the great power house and the artificial lake

whence Rio obtains all her electricity. You may imagine yourself in Switzerland or Scotland as you meander up or past the windings and inlets of this hill-fringed sheet of water in the company's motor-launch, some 1,300 feet up in the mountains. I was myself the lucky guest of Mr. Bevan, the Lages manager, on two beautiful days in December, and, candidly, I recall his goodly garden stocked with every kind of English vegetable, and the capivari on the lake banks and the fine scenery more vividly than the technical details of the huge undertaking, turbines, generator, transformers, switch board, pipes and all. Here are the Rio electrical statistics: At June, 1913, there were 22,507 light and 1,743 power consumers, embracing installations of 495,299 16-c.p. incandescent lamps, 2,128 private arc lamps ventilators and 38,610 h.p. motors. Besides this there are nearly 7,800 public arc lamps installed, and this work is increasing rapidly. The company also have 21,753 h.p. motors for their own use. The distribution of electrical energy from January 1 to June 30, 1913, amounted to 95,141,649 kilowatt-hours. The output of gas to the same date amounted to 15,845,700 cubic meters. Street mains to the length of 783,084 meters have been laid, street lamps, 19,407 (23,546 lights) are erected, and there are 23,330 ordinary consumers. During its career the company has absorbed or affiliated with the following other Rio companies:—Tramways, Ferrocarril da Villa Isabel, 60 miles; Ferrocarril de Carris Urbanos 40 miles; Ferrocarril de S. Christovão, 54 miles; Estrada de Ferro Corcovado, $2\frac{4}{5}$ miles; Ferrocarril do Jardim Botânico, 47 miles. In the Ferrocarril Carioca the company holds 40 per cent. of the stock. The company also owns the telephone services operated in the name of the Brazilianische Elektrizitäts Gesellschaft and the Interurban Telephone Co. of Brazil, and the gas services



Pirahy Diversion: View down-stream from outlet of tunnel.
Rio Light and Power Works.



The Tram passing the Praça da Gloria.



On the way to Corcorado.



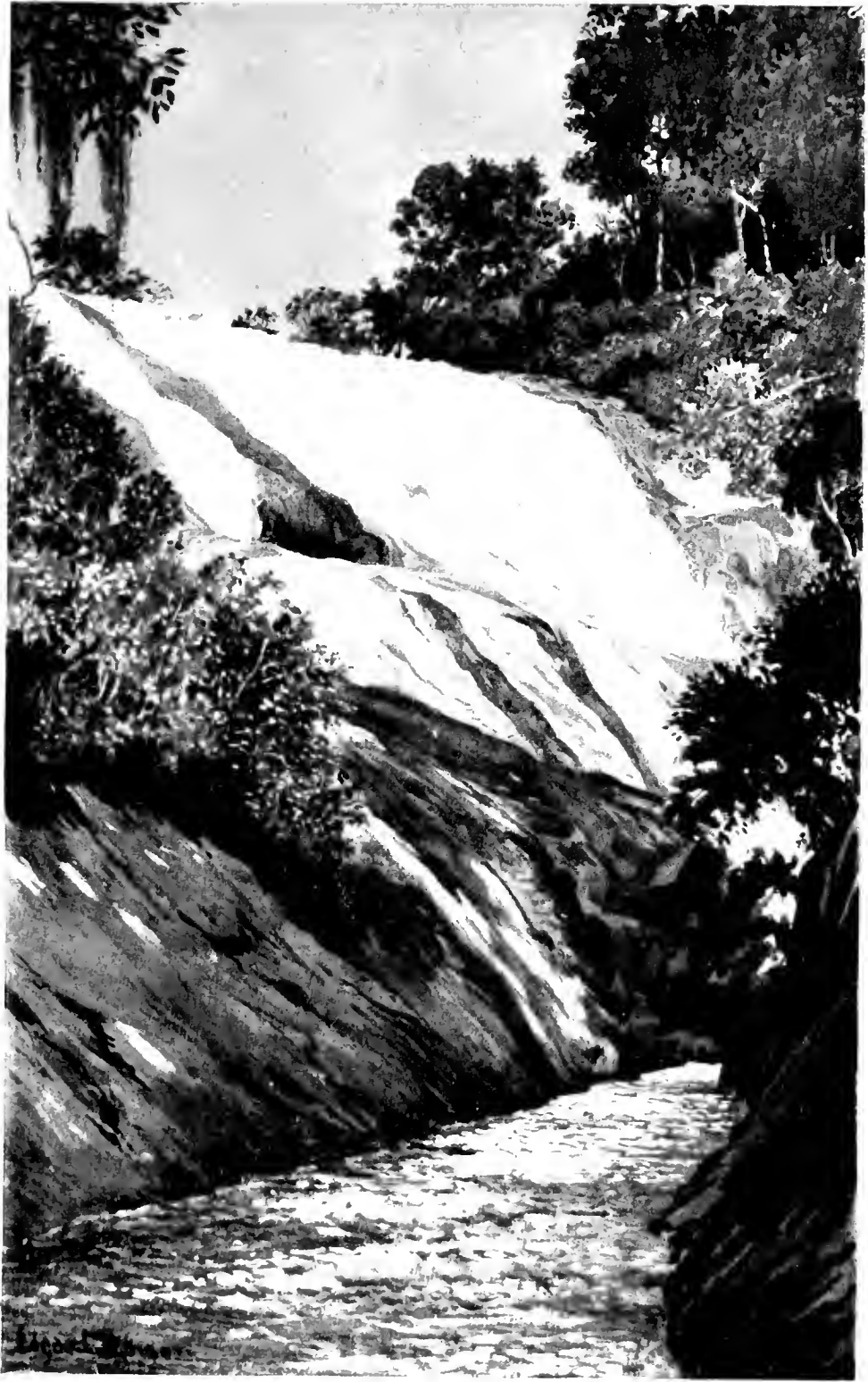
A Botafogo street scene, Rio.

operated in the name of the Société Anonyme du Rio de Janeiro.

Now let me turn to some of Rio's beautiful tramway rides. The tram services have two central starting points, one from the Quinze de Novembro Square, fronting the Caes Pharoux landing stage, which serves the centre, western and northern parts of the city, and the other, called the Jardim Botânico service, starts from the Avenida Hotel in the Avenida Rio Branco and covers the southern portion of the city. We will take the latter first. You will find one or other of the following indications on these cars: Leme, Copocabana, Ipanema, Gavea, Aguas Ferreas, Praia Vermelha, Humaytá, all representing terminal districts. Any of these trams skirts a good part of the beautiful Beira Mar Avenue, and all provide fine views of the Bay and a succession of hills on the Rio side. The longest ride of all, that through Copocabana by the Ipanema car, is $7\frac{1}{2}$ miles long, and extends through both of these pretty Atlantic suburbs, the car having to pass through a tunnel to emerge on the Atlantic front. The Leme car, using another tunnel, reaches the Atlantic front further east, and stops where the Leme beach terminates at the foot of the mountain. Here is a restaurant and open-air café, greatly patronised in the summer months. Leme, Copocabana and Ipanema have magnificent beaches, and villadom increases apace along their ten miles of Atlantic shore, for here cool breezes always blow and excellent bathing may be had. The car to Praia Vermelha skirts practically the whole of the Beira Mar Avenue and its last portion Botafogo, and stops when just past the Ministry of Agriculture. By this car you reach the terminus of the Sugar Loaf Aerial Ropeway to which I refer in another place. The Gavea car stops under the shadow of the famous square-topped Gavea mountain, a short distance beyond the world-famed Botanical

Gardens. This route also is nearly $7\frac{1}{2}$ miles long, and skirts the beautiful Lagôa de Freitas, or Freitas Lagoon. Finally, the Aguas Ferreas (Iron Waters) car turns away from the Bay at Largo Machado and goes up the fashionable Laranjeiras quarter to the terminus at Cosme Velho of the little mountain railway leading to Corcovado's summit. Up this we go, to see one of the sights with which nature has "broken record," man aiding her. From Cosme Velho Station the tram winds up a beautiful forest-clothed valley to Sylvestre, which is crossed by a viaduct through a cutting into the valley of Carioca and follows, ever up and up, by the margin of the River Carioca to Paineiras. Here is a small hotel, from which a delightful walk may be made by the side of the old aqueduct, some three and a half miles—a "Lovers' Walk" indeed. On one side the dense bush falls away in undulating lines to the Atlantic beach, while on the other rise the mountains wooded and impassable. After a pleasant stroll of about an hour the Ponte do Inferno (Hell Bridge) is reached. Round the cliff here a trestle-bridge has been erected for a distance of 330 feet, spanning a chasm where 100 feet below the trees toss their green crowns in the astonished view of the stranger. From Paineiras the train continues its ascent almost to the summit of Corcovado, and we get out, 2,180 feet above the sea level and walk a further 130 feet up to the very peak, by a carefully prepared path, and we find ourselves in a small open pavilion, Corcovado's cap. A stone balcony has been built which overlooks the sheer southern drop of 1,000 feet together with the majestic, the preternatural panorama of city, bay, islands, mountains and ocean. To go to Rio and not to go up Corcovado is a folly.

Returning we can get out at Sylvestre half-way down and get back to the centre of the city by the tram serving Santa Thereza Hill. We pass the International Hotel, one of the



A Cascade at Tijuca, Rio.



The Botafogo end of the fashionable Rua São Clemente.
Corcovado in the distance.



By tram and mule.

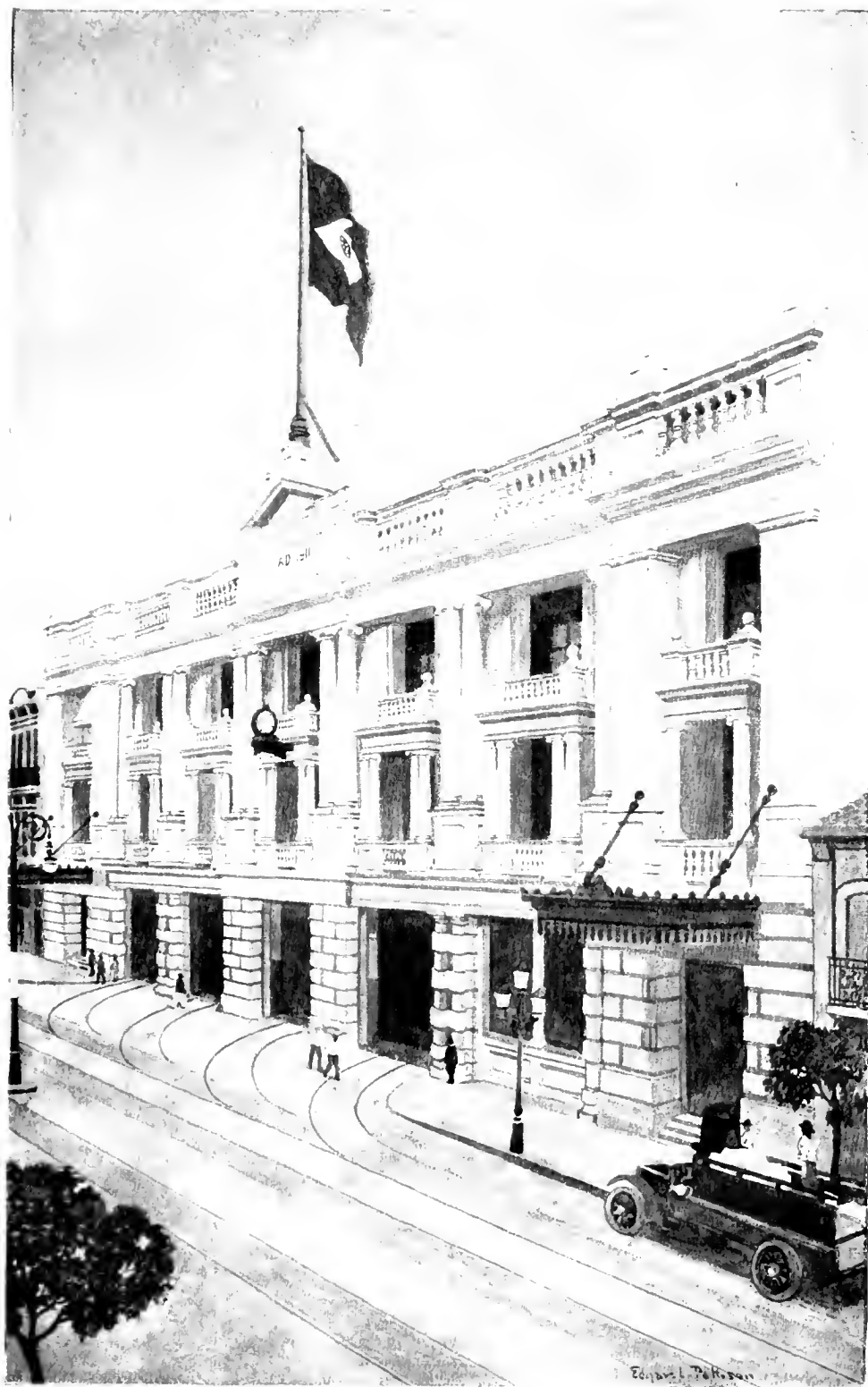


The wicker-work vendor.

best in Rio, in fact, sharing with the Estrangeiros Hotel the premier position in this respect, and then as we go down and down we get a succession of superb views of the city and northern part of the bay and begin to admire the elegant and extraordinary fashion in which villas and even roads and gardens are built at ever decreasing altitudes into the very rock and hill side. This is the charming suburb of Santa Thereza, built up and on a forest-clad hill, but only a tiny bit of Rio. All around, where we have been ascending or descending, gorgeous butterflies of every hue abound, and the aristocratic orchid is at home. Then we ramble across the quaint and giddy-high viaduct shown in one of my pictures, and we anchor at last (I suppose anchor is the word) on the city floor. We have been to see nature "beat record," hand in hand with the Brazilian.

The second division of the tram services of "The Light" having the Quinze de Novembro Square for its starting point, serves all the centre, north and west of Rio, the longest run being about 9 miles. From Praça 15 de Novembro we can go to the new quays and port works which I describe elsewhere; to Cajú the most northerly point of the city; to the National Museum, the Zoological Gardens, to Rio's two racing centres, the Derby and the Jockey Clubs' racecourses; to the Central Railway Station, the Leopoldina Railway Station for Petropolis; to the Ministries of War, Foreign Affairs, Justice and Finance; to the Senate House and to the Prefecture; to far-away western working-class suburbs like Villa Isabel, Andarahy, Engenho Novo, São Christovão; and last but not least, to Alto da Boa Vista under Tijuca Mountain. This latter excursion every visitor should do. It can be done in two hours or a whole day, or many days may be given to it. We shall pass the huge Praça da Republica with its beautiful trees and green bordered lakes, the Mangue Canal with its quadrilineal avenue

of royal palms, the very long Haddock Lobo Street merging into the still longer and fashionable Rua Conde de Bom Fim, and having attained Number nine hundred and something in this latter street we begin to mount gradually. Soon we are in mid-forest, the car bending and twisting and curving up and up a first-class road beautifully engineered, the scenery at hand exciting positive emotion in the most practised traveller, and every now and then opening out to glimpses of the glorious Bay of Guanabara, and the now distant, low-lying city, with its shipping seeming to nestle against it. At Alto da Boa Vista, 1,178 feet above the sea, we alight, and an hotel, the Itamaraty Palace Hotel, with its pretty garden invites refreshment. From here three minutes' walk brings one to Cascatinha (Little Cascade) a magnificent waterfall of 100 feet in drop. Of the magnificence of the forest of Tijuca only those can have any idea who have traversed its avenues which wind for more than 12 miles through the valleys and along the slopes of this superb mountainous region. We are on the south-eastern flank of the great mountain range which at various short distances from Brazil's coast line extends with little interruption from the extreme south of the huge Republic to the northern State of Pernambuco and supports the great central and western table-lands. Near us now is the table-land of Bom Retiro, 2,162 feet high; another path leads to Excelsior, 2,273 feet high. Again, from our centre of Alto da Boa Vista, following the direction of Tijuca Peak, climbing the mountain path beneath tall trees, with orchideal and many other creepers suspended from their boughs, and many of the trees at different times of the year one glorious splash of orange or purple or white, one at last reaches Tijuca's verdant summit, 3,400 feet high, where the view equals if it does not surpass that from Corcovado. Around, descending from the peak and still within the Floresta (or



Administration Offices of the Rio de Janeiro Tramway, Light and Power Company.

forest), we have such favourite beauties as Paul and Virginia's Grotto, Grand Cascade, the Emperor's table, Vista Chinezca (Chinese View), so called probably because of its pagoda-shaped shelter, and the Caverns of Agassiz. Such, briefly, is the district known generally as Tijuca, and justly the pride of all Cariocas. All this can be seen or "done" within five hours, but—you will, if you have time, go again and again. I wonder if any tram service in the world meanders through such natural splendours.

Thus the Rio de Janeiro Tramway Light and Power Company serves the city of its adoption. It would be extraordinary if such a Colossus entering into the intimate domestic and municipal life of Rio had no critics; it is annoying if a telephone girl says, "No reply" when you feel sure the person you seek is neither dumb nor out; but you cannot live in Rio many days before you appreciate the gigantic services rendered by the corporation to the city, the courage and foresight that have put nineteen millions into the job, and the loyal, effective character of the administration.

CHAPTER IV.

THE PORT OF RIO.

I HAVE left for the purpose of a separate sketch one of the most important and adventurous enterprises distinguishing the modern Rio. It is not the first satisfactory case of Brazilian ambition and British accomplishment. Again, what the Avenida Rio Branco and the Bay-side Drive effected architecturally and hygienically in the social amenities of the city's life, the new port works, finished in December, 1911, have effected on the commercial side. No adequate conception of this extensive metropolis will be carried away by the visitor unless he gets into a launch and makes the tour of the great port wall.

All the northern face of Rio lying between the northern extremity of the Avenida Rio Branco and the bend of the Bay of Cajú, a frontage of two miles, was at the beginning of the century a squalid apology for a commercial sea-front. It was not only a very irregular frontage, with here and there some indifferent wharfage for the loading and unloading of merchant vessels and barges; it was an unhealthy, evil-looking shore, redolent of yellow fever. It accommodated for the most part barges, the ocean-going vessels electing to anchor well out into the bay.

Almost twenty years ago Brazilian statesmen and engineers began to consider the betterment of these two miles of foreshore and the possibilities of modern quays. The considering continued long; it became noised abroad; it passed into the great European contractors' offices and was there negligently looked at and snubbed; nervous critics said the project, or any project, was not feasible; the first



A View of Rio and the Bay showing Messrs. Walker's great Quay Wall in building and the area now reclaimed.

stirring of the miles of mud would bring on a terrible outbreak of yellow fever, and the mad contractor who should undertake the job would assuredly find his contract annulled. Presently, however, the men and the scheme evolved. Mr. Joseph R. Walker, of the firm of C. H. Walker & Co., Ltd., came to Rio towards the end of the year 1900 to study the shadowy port ambitions of the Federal Government's advisers.

I may interpolate here a word about this firm of British contractors, because they have decorated the eastern shores of South America with other immense achievements, and their financial and engineering genius dovetails exactly with the difficulties of the preliminary Brazilian negotiations and the ultimate accomplishment of their engagement. The firm of C. H. Walker & Co. originated in the fifties. Among its great works are the building of the Swansea Dock, Barry Dock, the Severn Tunnel, the Buenos Aires Docks, and the Manchester Ship Canal, all of them sufficiently dramatic to deserve a place in the gallery of engineering art. The firm has on hand to-day a £5,000,000 contract for the extension of the Buenos Aires Harbour Works and a smaller one for the port and harbour of Victoria, in the State of Espirito Santo, just north of the State of Rio de Janeiro. The contract, of which the story is being told here, was for £4,500,000. The present chiefs of the firm are Mr. Charles H. Walker and Sir Robert Perks, Bart.

The persistent studies of Messrs. C. H. Walker & Co. naturally "got abroad"; other contractors, seeing the project take shape, came forward to tender, but Dr. Lauro Müller, then Minister for Public Works, to whom this Rio port works had become a pet resolve, and who had had submitted to him by Mr. Joseph Walker, with

the utmost frankness, not only all the plans, but also all the prices, and who was aware of this persistent Englishman's two or three years' labours, refused the suggestion of public tenders. He took the Walker project and he took the Walker prices. The Minister's "Technical Director" of the port and harbour, Dr. Francisco de Paula Bicalho, under whose entire control the work was carried out up to the end of 1910, also proved a good friend. The work was commenced on March 29, 1904, and was accomplished without hitch or fault, within contract time, on December 31, 1911, to the complete satisfaction of the Brazilian Government, and, I feel sure, to the pride of the inhabitants of Rio de Janeiro. Its construction synchronised with the disappearance of yellow fever.

The scheme was to build a sea-wall, more or less straight, from the northern end of the Avenida Rio Branco to the dip of the Cajú Bay (see the Royal Mail Map), and to reclaim, by filling in, all the sea between the wall and the shore. The length of the wall was to be 3,200 metres, and the inner added land-surface was chartered to embrace a superficies of 1,016,968 square metres, about seventy acres, land of prospective value to the Government greater several times than the cost of the new works. The space between the sea-wall and the shore was to be filled up by the company, but the Government undertook the making of the subsequent avenues and roads. At the same time the Government put in hand on its own account the construction of the Mangue Canal, which is really an elegant palm-lined drain serving to carry excessive water during flood times on this low-lying land.

The accepted project was modelled on the Antwerp wall. The lie of the wall is almost entirely in deep water, the



A view of the new quays at the time of construction.

deepest places showing 40 feet of water. The bottom of the wall, it was insisted, should go below the thick strata of mud and rest on firm, hard ground. The depth of the mud varies throughout the two miles of wall from 8 feet to 30 feet. The wall was to be 20 feet in width, and, as the above figures show, is in many places 70 feet high.

The reader, unless familiar with a work of this nature and severity, will not easily imagine the paraphernalia necessary for its accomplishment. The contractors secured quarries and a building and repairing yard, with 250 yards frontage, across the bay at Ponta d'Areia, north of Nictheroy, where even to-day they have a busy little port of their own. They obtained the use of the little islet of Santa Barbara, lying less than half a mile from the scene of their operations; also access to the Morro Senado (Senate Hill), from which they dug and drew many millions of cubic metres of rock and earth for the filling-in purposes; they also obtained permission to dredge two sand-banks in the bay. It was necessary to order scores of tugs, barges, boats and launches, besides the four dredgers. The master machines of the undertaking were, however, two giant floating docks, well shown in one of my photographs.

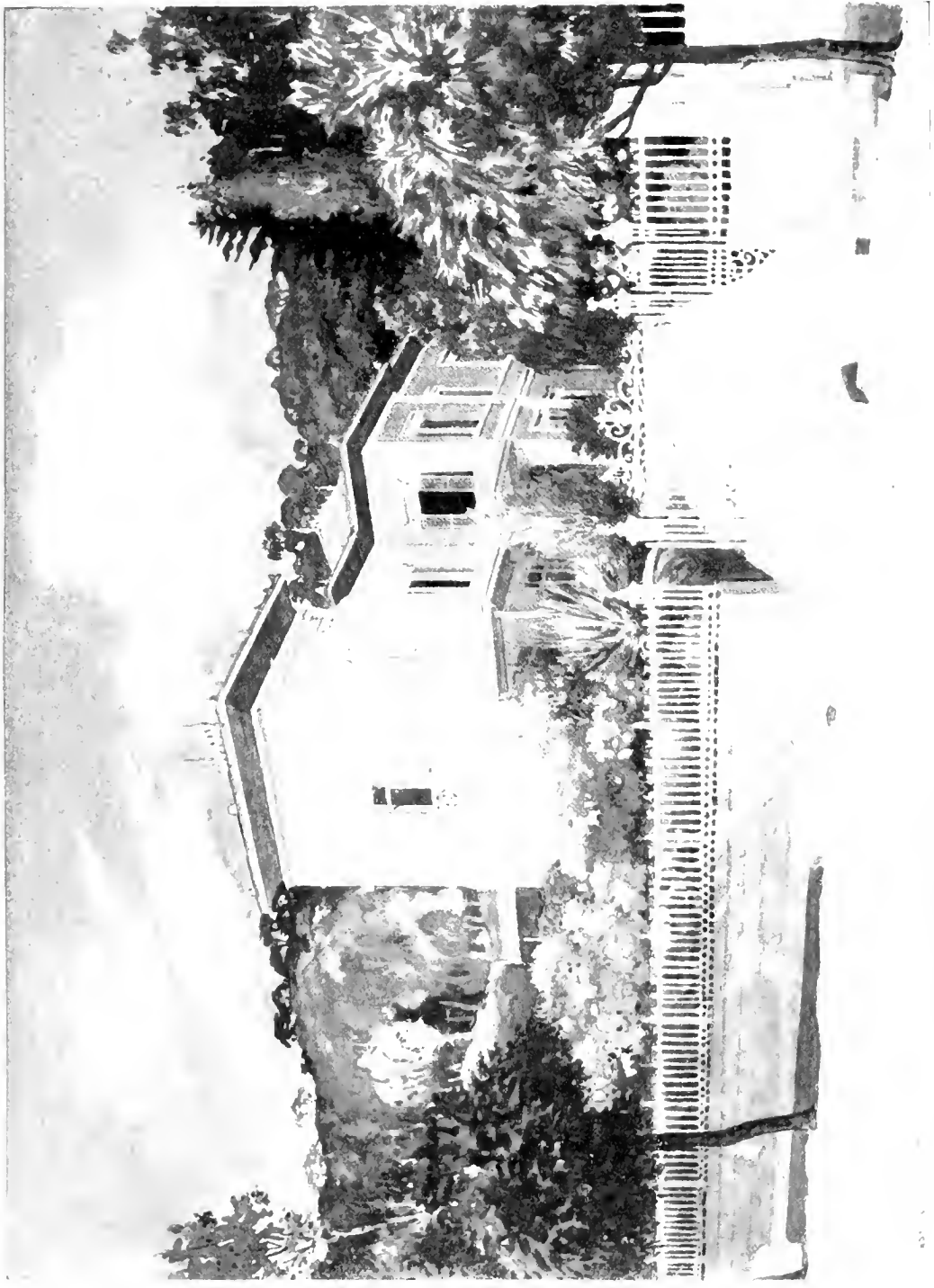
These imposing floating machines had to do the mechanical part of laying the wall, their crews the manual labour. Each dock is 80 feet in length and lifts to its roof a coffre-dam of similar length, 20 feet wide and 40 feet deep. When this coffre-dam is in position above the water, a wall-shoe of similar length and width is floated under it and attached to it. The whole is then sunk by its natural weight along the 80-foot section of the wall to be built, and from 8 feet to 30 feet in the mud strata until firm ground is found. By compressed air the water is prevented from entering the wall-shoe. A layer of concrete is first laid,

and then the rock-masonry wall, until the reaching of the water surface dispenses with the services of the coffre-dam, which is then lifted by the floating dock and used for another section.

The men are working all the time under compressed air. This is a difficult and dangerous trade, entailing constant accidents. But in the long series of years that this great wall was building, night and day, although these recurring "accidents," or collapses, were very many, only two men remain permanently injured, and this by paralysis. Inquiring into this "part of the game" I learned that collapse, which generally takes the form of wholesale temporary paralysis, is almost invariably due to the impatience of the workman to emerge too rapidly from his air-lock into the free air; also that the surest and quickest treatment is the seemingly strange one of putting the patient back under air-pressure. You may see and inspect on Santa Barbara Islet that strangest of medical hospitals, the medical air-lock used during Messrs. Walker's contract work.

I am not attempting, being a layman, to do more than convey to laymen a rough idea of the building of the wall. The big dock, moving from each 80-foot section to the next, leaves a gap of a couple of feet from base to surface. This gap is built up like the rest of the wall, but by divers. And so you can now walk the whole length of this broad two-mile wall, except just that small portion west of the mouth of the Mangue Canal. Upwards of 2,000 men were employed continuously during the full time of the contract. A *Mauretania* can wharf alongside of the wall—so high is the wall, and so kind are the depths of the bay of Rio de Janeiro. The wall top is 8 feet above medium tide level.

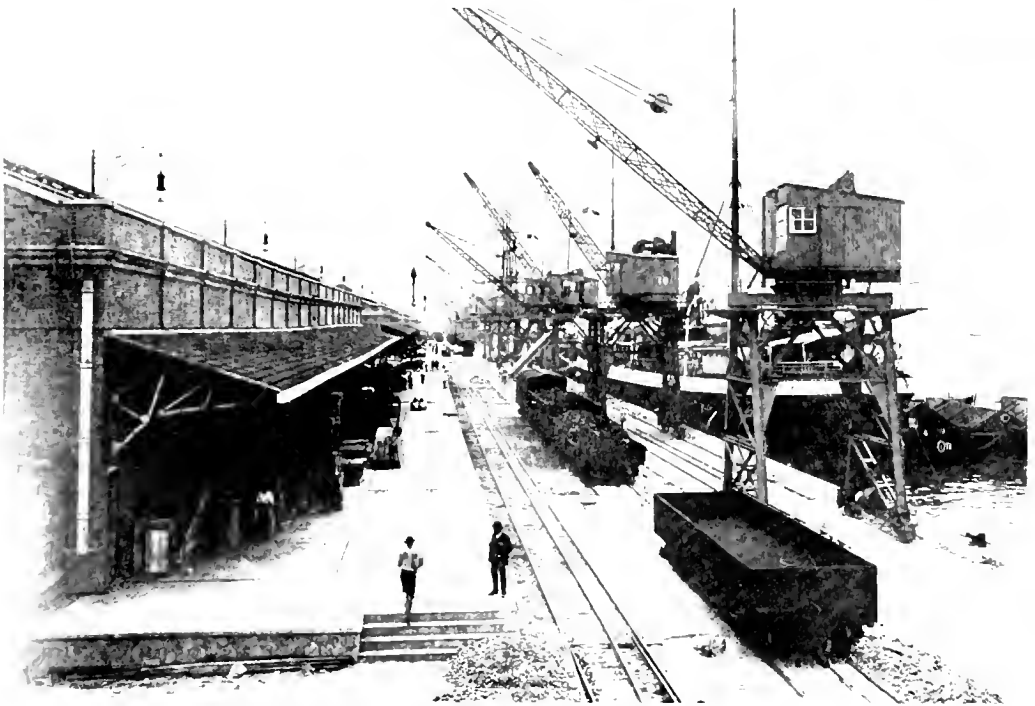
Apart from the building of the wall and the filling in of the invaded sea, the contract established the building of



Residence of Mr. Joseph Walker, Petropolis.



A Corner of the Customs. Old Style.



The New Quays built by Messrs Walker.

eighteen warehouses along the entire length of quay. These are now built and in use, and handsome enough they look in their uniform array and soft, red colouring, sentinels for the future expansion of this great port. Projects are again being "considered" for realising the still unsatisfied ambitions of the Rio de Janeiro Government. An extension of more miles of quay is demanded. This, when it eventuates, will probably take one or other of two plans: a further quay wall parallel with the one Messrs. Walker have just built or a wall northwards across the Bay of Cajú to the vicinity of Cajú Point. At the time of going to press I understand that the Brazilian Government has decided on the latter scheme, and has accepted the tender of a British firm.

It is up to the municipality (as the Americans say) to popularise this fine stretch of quay by approach facilities, especially from the Avenida Rio Branco, and all sorts of attractive projects are in the air. Meantime Brazilian historians will not forget the magical embellishment of their whilom decrepit Rio quay-front by the British house of C. H. Walker & Co.

I have recommended a trip in a motor-launch to view the two miles of quay. I would add that a motor-car trip by way of the Mangue Canal and the new quays will show you one of the wonders of Rio's recent improvements.

CHAPTER V.

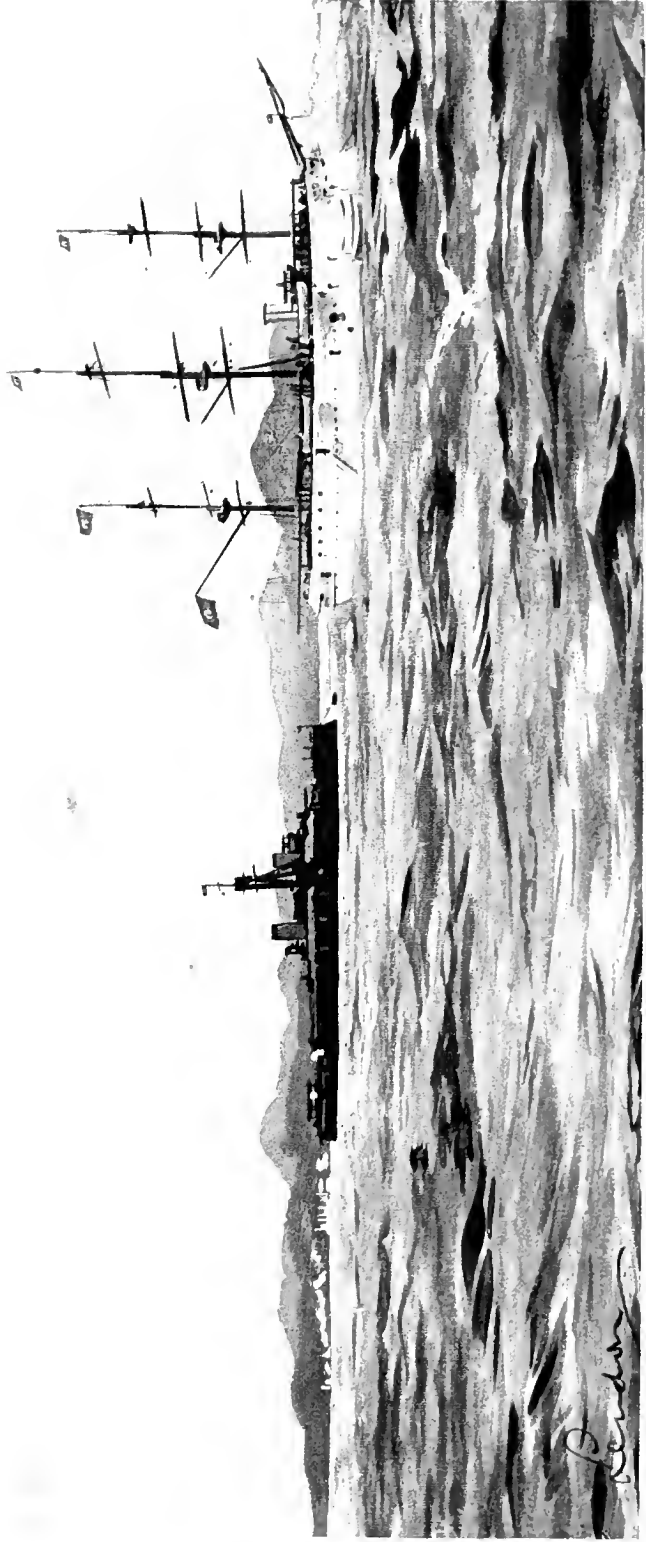
A GLANCE AT GENERAL TRADING IN RIO.

AMONG the directors of great Rio enterprises whose kind encouragement I have received I have to thank Mr. Francis Walter, of the firm of F. H. Walter & Co., of Rio de Janeiro, and J. Walter & Co., of London, for permitting me, with some diffidence, to refer to his house in a few remarks on general trading in Rio.

Mr. Walter's reluctance was that of the British merchant in his counting-house the world over—"We have done nothing to embellish the city; we have been merely a 'go-between.'"

This book aspires to be not only a pretty scrap-book, but a useful scrap-book; and, as the reader may presently agree, there have been both utility and embellishment in the business labours of this British house, working industriously here for upwards of half a century. There is hardly any class of goods used or consumed in Rio de Janeiro that Messrs. Walter have not supplied, if we except perhaps coffee and rubber; while their Government and private contracts run into the score. It was therefore to the head of a typically representative house of British commission merchants that I made application; but I need hardly add that all nations are ably represented by their merchants in a city with so great a future.

Messrs. Walter's business premises are characteristically located. Two of them lie in that network of quaintly narrow streets and alleys between the Avenida Rio Branco and the Custom House quays, where are most of the banks



The "Benjamin Constant" Training Cruiser and the Dreadnought "Minas Geraes" in Rio Harbour.



E. J. P. Pottgen

Residence of Mr. Frank H. Walter, Petropolis.

and counting-houses, and where it would seem that Rio's merchants positively revel in the discomforts of want of space and want of daylight, to say nothing of want of air—a remark which does not apply to the electric fans or the perfect cleanliness of these streets. The general offices are at 141, Rua Quitanda and the electrical at 65, Rua General Camara. A third establishment, the leather office, is on the other side of the Avenida Rio Branco, at 147, Rua Alfandega. Business in these narrow streets is carried on on business lines by business men, which is not the case everywhere in this vast Republic; and the very mules, standing in the shafts of the cart or wagon outside an importing house, are distinctly business-like as they edge away to the pavement to save their flanks from being scored by a passing tram. Half an inch between tramcar and mule is often the best that the mule can manage, although, like a certain British General in the South African War, the mule always “does his best.” Here and there in this crowded, busy district one comes upon a bit of “the City”—I mean the city of London—and you may fancy yourself in Change Alley, Bell Lane, or Union Court; or again one may be reminded of the business streets in Southern Italy.

Out in the beautiful Bay of Guanabara, at anchor, or stationed in one or other of the many harbours of Brazil's vast coastline, are two super-Dreadnoughts, the *Minas Geraes* and *São Paulo*, two swift, armoured scouts, the *Bahia* and *Rio Grande do Sul*, and ten fast destroyers—the modern navy of Brazil—built in England. Messrs. Walter & Co. negotiated the contract for this large order—a matter of £7,000,000. The battleships and scouts were built by Armstrong, Whitworth & Co., the destroyers by Messrs. Yarrow, Ltd. This contract, or rather this series

of contracts, extended from 1906 to 1911, and duly carried with it the supply of every sort of stores required as complementary, such as vacuum oils, moorings for battle-ships, torpedoes and accessories, tin-tacks, diving material, rockets, guns—in short, the requirements of the Brazilian Admiralty. The visitor to Rio, tram-riding or motoring along the Avenida Beira Mar and glancing into the bay, may nearly always see one or both of the slumbering sea-giants lying off the Ilha das Cobras.

In 1908 Messrs. Walter undertook the representation of the Westinghouse Electric and Manufacturing Company—it often, even to-day, suits an American firm to entrust its South American interests to a British house. Thus through this agency has been erected the electrical machinery of the Rio Flour Mills, of the Carioca Cotton Mill, and the Confiança Cotton Mill, these two latter respectively the second and the largest cotton mills in Brazil. For the Botafogo Cotton Mill, through Messrs. Mather and Platt, Messrs. Walter also installed the whole of the spinning plant. They have supplied several passenger steamers to the National Steamship Line, the Lloyd Brasileiro. They put up the first rice mill in Brazil, a fact which carries this interesting detail, that ten years ago hardly any rice was grown in the country, whereas to-day Brazil imports only a few thousand bags. Besides many coal contracts with the Central Railway through Messrs. Watts, Watts & Co., they have put up machinery for practically every sort of factory now existing in and around Rio, such as soapworks, ropeworks, laceworks, boot and shoe factories, etc. Without pretending to an exact catalogue, I have to add that the firm represents the Sheffield steel house of Hadfields, the Metropolitan Amalgamated Railway Carriage and Wagon Company, of Birmingham, the Commercial Union Assur-



The Brazilian Super-Dreadnought "Mina Geraes" nearing Rio.

ance Company, Sir Thomas Lipton's, J. B. White & Co.'s Portland Cement, the Vacuum Oil Company, and a score of other world-known concerns.

But the foregoing sketch embraces only a portion of the firm's business. I set out to give my readers a layman's view of the trade of Rio.

Here is one of the largest consignment houses for the inter-State exchange of Brazilian produce. Sugar, rice, cotton, jerked beef, hides, and cereals from practically every part of Brazil pass through Messrs. Walter's hands, from State to State, from grower to consumer. Steamers and railroads discharge cargo almost daily to the firm's account—I believe as many sometimes as twenty steamers in a month. A few notes on the movement of this produce of the very briefest kind will inform the reader.

Hundreds of thousands of sacks of sugar are consigned to the firm from Campos and neighbourhood in the State of Rio de Janeiro and from the northern States, either for consumption in Rio or to be passed through to the southern States. Rice, coming largely from the State of Sergipe in the north, is sold in Rio or to the southern States. The Brazilian is a great rice eater. Cotton comes likewise from the northern States, from Pernambuco, Rio Grande do Norte, and Ceará, and all that reaches Rio is for local or southern mills. There is no cotton exported from Rio de Janeiro to foreign States.

Xarque, or jerked beef, a very important article of diet in Brazil, of which Messrs. Walter are very large importers, comes from Brazil's most southern State, the "Gaúcho" State, Rio Grande do Sul, and from Argentina. Part is for local consumption, but the bulk is consigned to the States north of Rio. Here we may note the curious fact of the wealth of Argentina in her cattle-rearing and frozen meat

trade, and the poverty of Brazil in this respect. Brazilians, however, and foreigners have now begun to realise the vast opportunities in the highlands of Brazil of raising excellent butchers' meat, and the country will soon possess its own "frigorificos," whose frozen products will compete in European markets with Argentine beef and mutton.

There are many tanneries in Brazil, and much of their output is consigned to Messrs. Walter, all of which is practically consumed by the local boot and shoe factories. These hides and the previous products I have mentioned are not sold in open market here, or on exchange, but by the consignees to regular customers. The Produce Exchange of Rio de Janeiro is concerned with cereals only. Practically all wheat is imported—but Messrs. Walter do a very large business in maize and black beans, these, with rice, being the vegetable foodstuffs most in demand in Rio and Brazil.

Thus in a brief survey of a single firm's operations we obtain some notion of the general trade of the City Beautiful as conducted by the British merchant.



Residence of Count Paulo de Frontin, Petropolis.

Lugar, Petropolis

CHAPTER VI.

THE GATEWAY FOR THE DEVELOPMENT OF BRAZIL.*

So huge is Brazil's coast-line that it may seem hazardous to style Rio de Janeiro the gateway for the development of the whole of the Republic. Other favourably situated ports must always tap their own back-lands, such as Pará, Pernambuco, Bahia in the north, Paranaguá, and Porto Alegre in the south. But in time to come Rio will be connected by rail direct with the whole of Brazil, except of course the territories lying north of the huge Amazon. Thanks to one adventurous and far-seeing group of capitalists and engineers, the Brazil Railway, and to the connection with the Government railway, the Central Railway of Brazil (Estrada de Ferro Central do Brazil), and again, to the Leopoldina Railway and the Victoria Minas Railway, the whole of the east of central and southern Brazil is now fairly efficiently covered with a network of railways, and the progress northward and westward continues. It is largely the immense engineering difficulties presented by the vast mountain ranges of the coast which caused capital to hesitate so long in railway adventure, but that capital has now come to stay, and Rio, the beautiful metropolis and seat of the Federal Government, is now its gateway. I shall here offer the reader three brief sketches of the Central, the Brazil, and the Leopoldina railways, giving first in tabular form, from the latest report of the Minister for Ways and Communications (Viação), Dr. José Barboza

* NOTE.—Here and in other places I am often indebted for valuable data to Mr. Reginald Lloyd's monumental work, "Twentieth Century Impressions of Brazil."

66 THE BEAUTIFUL RIO DE JANEIRO

Gonçalves, the whole railway system of the country as existing or under construction on December 31, 1911.

| Category. | Length in Metres. | | | |
|---|-------------------|---------------------|-------------------|------------|
| | In Traffic. | Under Construction. | Studies Approved. | Total. |
| 1. Owned and administered by the Federal Government . . . | 3,343,955 | 438,642 | 435,296 | 4,217,000 |
| 2. Owned and leased by the Union . . . | 7,462,113 | 2,082,900 | 2,281,627 | 11,826,000 |
| 3. Union concessions with guarantee on capital | 3,147,044 | 255,576 | 837,614 | 4,240,000 |
| 4. Union concessions without guarantee on capital . . . | 1,933,902 | 198,799 | 1,259,662 | 3,392,000 |
| 5. State lines (non-Federal) . . . | 6,399,891 | 864,790 | 259,206 | 7,523,000 |
| Total . . . | 22,286,905 | 3,840,707 | 5,073,405 | 31,198,000 |

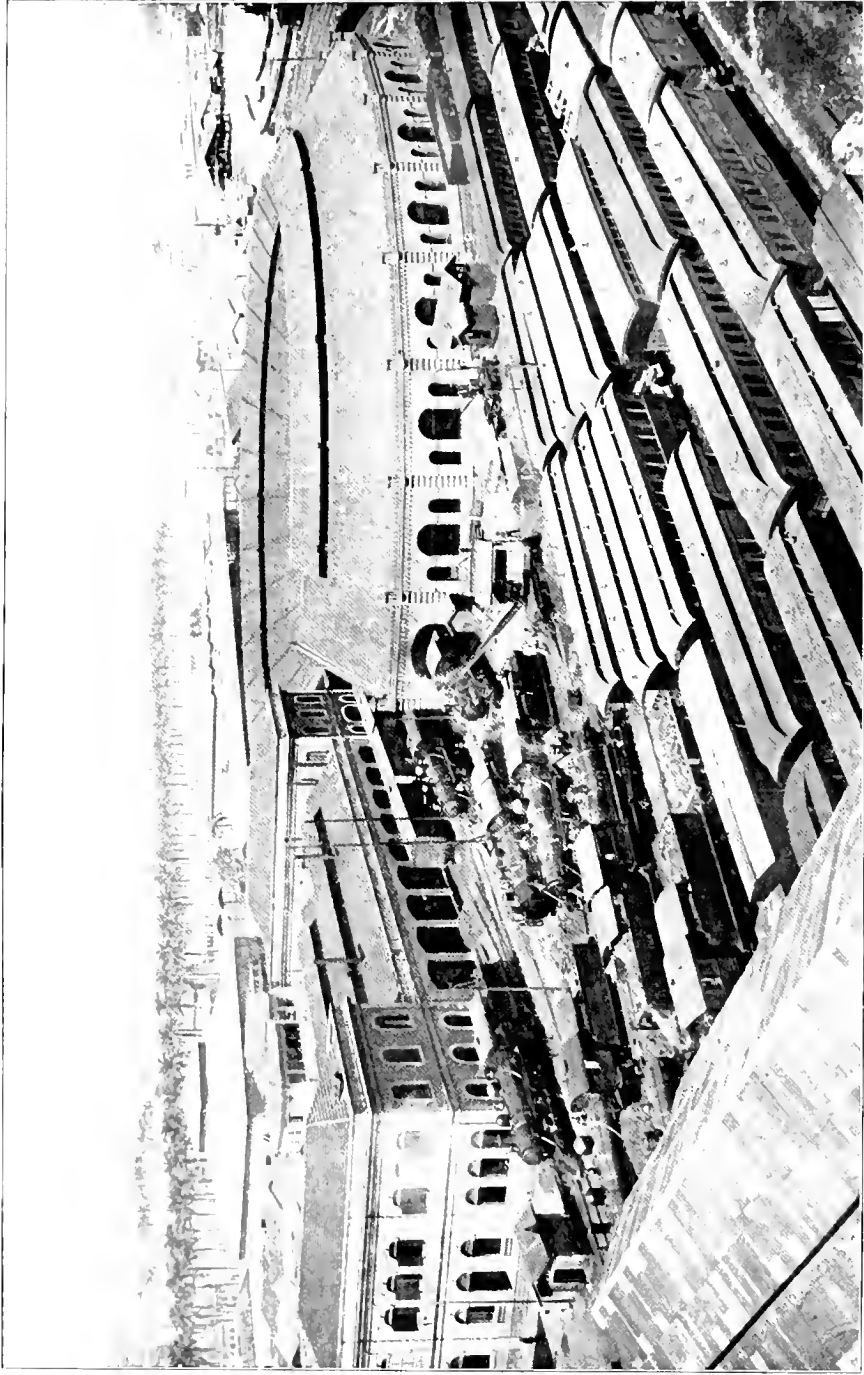
During the year 1911 some 916 kilometres of additional traffic lines were opened or about 550 miles, and Brazil's full total on December, 1913, must be about 15,000 miles, a sufficiently meagre total for so vast a country.

ESTRADA DE FERRO CENTRAL DO BRAZIL.

The Stockton and Darlington, the first of the world's railroads, was opened in 1825. Brazil's first line was inaugurated in 1854—the little Mauá railway from the north shore of the Bay of Rio to the foot of the Estrella range, barely five miles in length. The Central Railway, the largest existing Government railway, had its first section, thirty-two miles from Rio to Queimados, opened to traffic in 1858, and was then known as the Estrada de Ferro D.



Terminus of the Central Railway of Brazil, Rio de Janeiro.

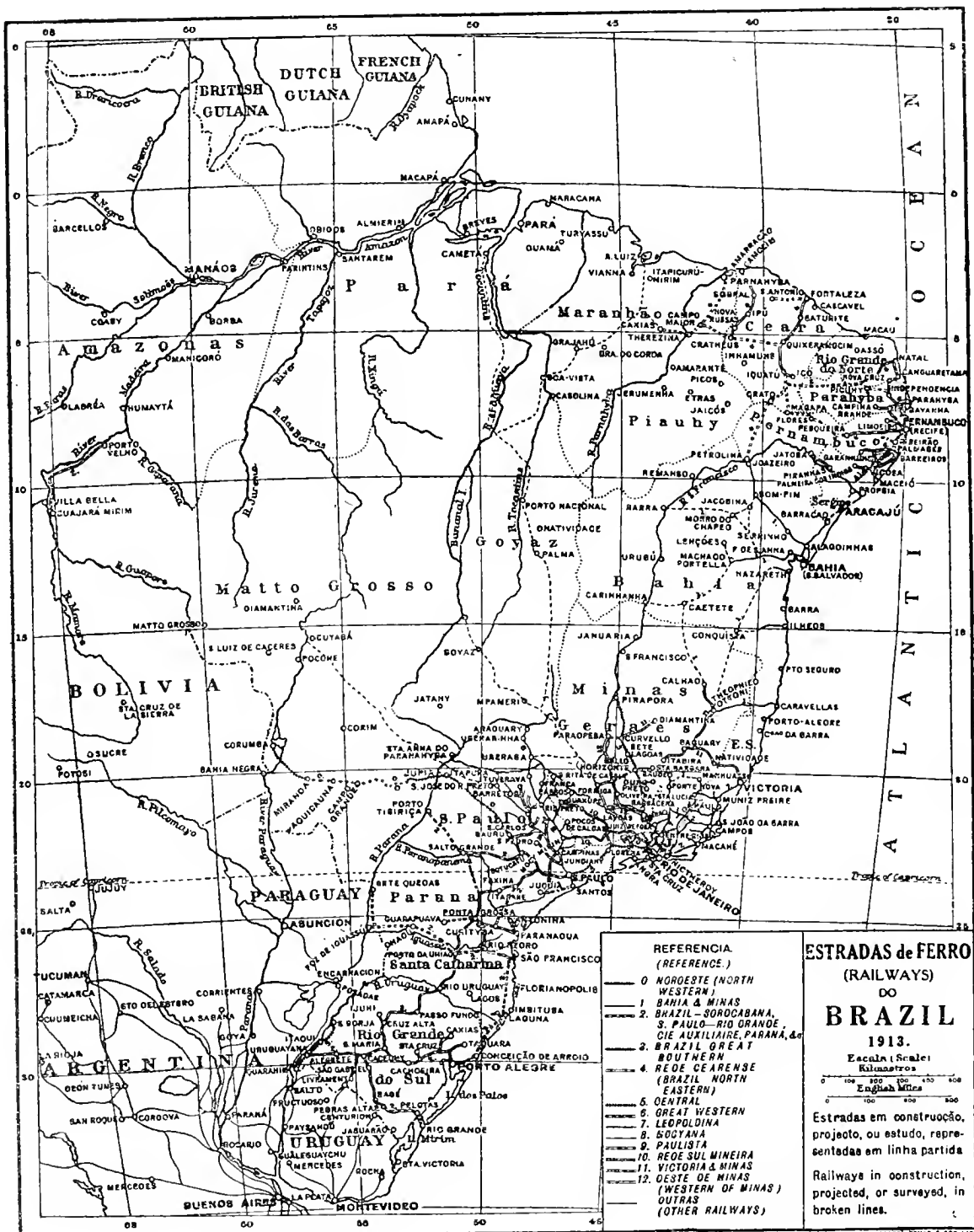


The Rio de Janeiro Terminus of the Central Railway of Brazil.
The Quadrilinear Royal Palm Avenue of the Mangue Canal in the background

Pedro II. in honour of the Emperor. Englishmen played an important *role* in the concessions, financing and construction of this line, among others Messrs. N. M. Rothschild & Sons. The second section, $28\frac{1}{2}$ miles to Rodeis, presenting the serious problem of negotiating the Serra do Mar, was opened in 1863, and in 1865 the first great tunnel, 2,445 yards in length, and requiring seven years to build, was opened, but at the cost of bankruptcy to the line, then a private concern. Under Government control the line gradually developed into the adjacent States of Rio de Janeiro, Minas Geraes, and São Paulo, but not without severe financial difficulties. Under the Republic in 1889 the railroad took its present title, and has now (1912) the following track :—

| Gauge. | Length in Metres. | | | |
|-------------------|-------------------|---------------|-------------------|-----------|
| | In Traffic. | Constructing. | Studies Approved. | Total. |
| 1m. 60 . . . | 915,232 | — | 95,000 | 1,010,232 |
| 1m. 10 . . . | 63,368 | — | — | 63,368 |
| 1m. 00 . . . | 843,829 | 39,094 | 191,736 | 1,074,679 |
| Mixed gauge . . . | 116,093 | — | — | 116,093 |
| Total . . . | 1,938,522 | 39,094 | 286,756 | 2,254,372 |

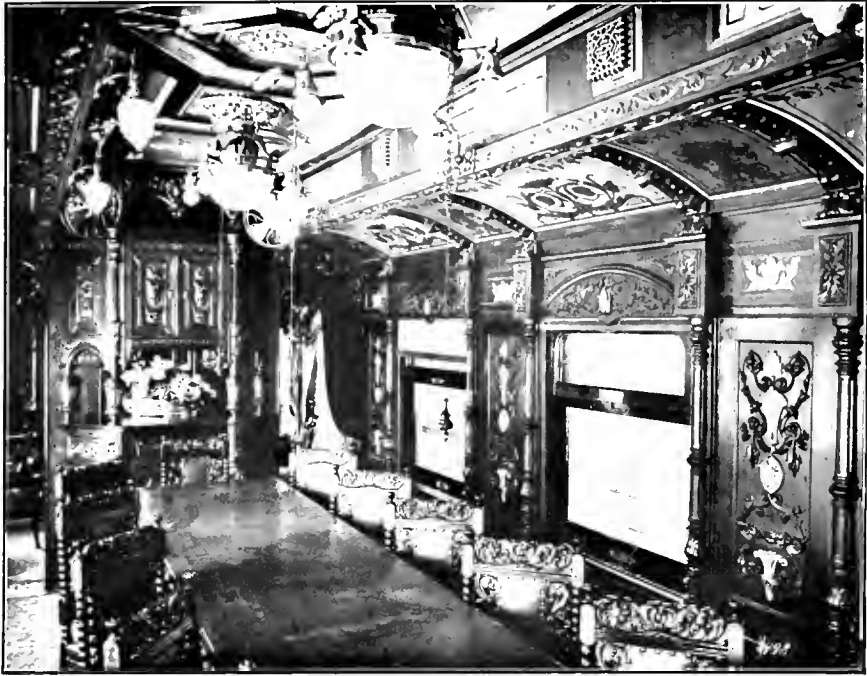
This gives some 1,300 miles of railroad actually working. Besides serving the western portion of the State of Rio de Janeiro and the western suburbs of the capital, the Central takes us to the important city of São Paulo, 324 miles to the south-west, in nine hours, and to Bello Horizonte, 343 miles to the north-west, and capital of the State of Minas Geraes, in sixteen hours. Its greatest extension in this latter direction was last year to Pirapora,



GEORGE PHILIP & SONS LTD



A bit of Rio's North-Western Suburbs, along the route of the Central Railway.



Vestibule Dining Car on the Rio-Sao Paulo Night Express
of the Central Railway of Brazil.



Central Railway of Brazil: Tunnelling through the Serra do Mar.

almost due north of Rio on the great river São Francisco, a twenty-six hours' run. From this point the Government, largely under the impetus of the able engineer-director, Count Paulo de Frontin, contemplates extending the line, *viâ* Formosa and Palmas (State of Goyaz), to the huge Tocantins River, and so to Pará. This will, of course, require many years, for the distance from Pirapora to Pará is estimated at 1,500 miles, giving a total run from Rio to Pará of 2,200 miles in an estimated three and a half days. The engineering difficulties of the Central have been very great. In the States of Rio de Janeiro and São Paulo the altitudes attained are often over 2,000 feet, while in Minas Geraes the gorge of Figueira is over 4,000 feet, and many altitudes over 1,000 metres have had to be negotiated. Needless to say, the tourist will find all over the Central system not only gorgeous beauty-spots but a continual feast of nature and daring engineering. The variety of gauge is to be deplored, but money, mountains and distances, and the absorption of private lines are sufficient excuses. The revenue of the Central for 1911 was Rs.32,423:941\$000, about £2,161,500, and the expenditure £3,003,500. The line has not shown a profit since 1907. Some part of the excess of expenditure in 1911 must be attributed to capital outlay on new construction and improvement of track and material, but the greater portion is due to the excessive staffing of the system. I have heard American and English engineers estimate an excess of 8,000 employés. This, however, is a defect which the Federal Government alone can remedy; but I wish to raise a small voice of protest against the habit of part of the Rio Press of attributing any and all faults on the Central to its able and industrious chief, Count Paulo de Frontin—a chief who apparently works day and night, and pluckily ignores a

burden of abuse that ought to fall on other shoulders. Miracles of finance are not to be worked in a huge railway overloaded with nepotism, and I should say that, finance apart, Count Paulo de Frontin and his titular chief, Dr. Barboza Gonçalves, Minister of Public Works, have thrown the most earnest energy into the administration of the Central.

The heaviest long-distance passenger traffic, or perhaps I should say the most important in Brazil, is by the Central Railway between Rio and São Paulo. The tourist may go one way by rail and return, *viâ* the port of Santos, by sea, but should, if possible, make the railway journey in the day-time so as to mark the scenery. The first-class return fare to São Paulo by the Central is 54\$500 or £3 12s. 8d.; that to Bello Horizonte is 60\$000 or £4. The Central issues special sixty-day tickets to the fine Thermal Springs of Lambary, Poços de Caldos, Caxambú, Cambuqueira and S. Lourenço.

THE BRAZIL RAILWAY COMPANY.

Here we have the largest commitment of foreign capital in Brazil under one administration—a matter of fifty millions sterling—and a remarkable instance of financial courage and adventure. Locally it is all summed up in the cognomen “Farquhar,” which is pronounced in an amusing variety of ways owing to its un-Portuguese appearance. It is impossible to give here more than a very brief review of the immense ramifications of the company, which extend, so far as Brazil is concerned, from the Madeira-Mamoré Railway in the north to the railway system of Rio Grande do Sul in the far south. Its railway connection with Rio de Janeiro is linked up with the Central Railway at the São Paulo terminus.



Partial View of the Falls of Igouassú—Junction of Brazil, Paraguay and Argentina.
Approached from the North by the Brazil Railway Company's System

Constituted towards the end of 1906, the Brazil Railway Company controls and administers, as its name indicates, a system of railways in the Republic, together with a number of subsidiary concerns which contribute to the general development of the enterprise. It is no mere "holding" company, formed to acquire the shares of a number of more or less independent concerns, and relying for its success upon the interest such shares may give; it is no more so than any of the great railroad companies of the United States, because it not only owns and controls the concerns which go to form its system, but also administers them. The company now directly manages in the south of Brazil 3,128 miles of railway, is constructing a further 2,123 miles, and is largely interested in neighbouring railroads which have 1,712 miles of line in service. It also shares with the Port of Pará the ownership of the wonderful Madeira - Mamoré Railway, a short but extremely important railway in the Upper Amazon Valley, and it controls several port companies and other industrial enterprises. Its gross railway receipts in 1912 were Rs.39,173:071\$478, roughly £2,600,000, and its net railway receipts Rs.16,721:386\$124, or about £1,114,800. The elaborate map which I am able to publish here gives an excellent idea of the company's railroad interests in Brazil, but besides these it has similar interests in Bolivia, Chile and Uruguay. It is by far the largest system in Brazil.

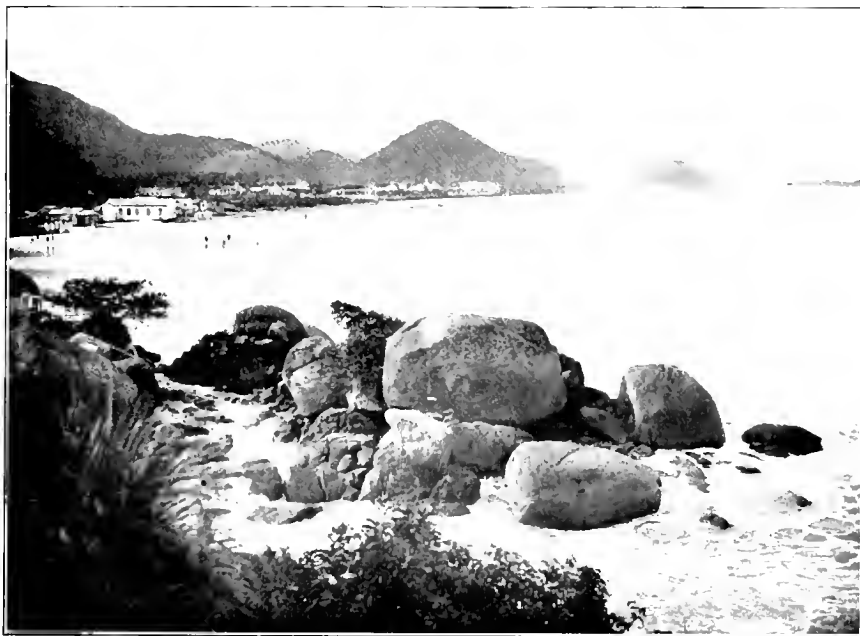
To say that the Brazil Railway Company has galvanised the whole of Southern Brazil into life is the merest truth. It has taken hold of hitherto scattered units, and is linking them up into one system under one central control; has revised the tariffs so as to permit of produce being carried long distances by rail; has imported new rolling stock;

given modern facilities for travel by running sleeping cars and restaurants on the principal trains; re-railed and ballasted the lines, strengthened the bridges, and established proper terminal facilities at the coast ports. The company is also encouraging cattle-breeding; has commenced the exploitation on a large scale of the lumber industry; is pressing forward immigration and founding colonies, and is fostering every industry which can give traffic to its lines and assist in the general development of the whole country it serves.

Leaving to the map the duty of informing the reader on the railway system, I will touch briefly on the little Madeira-Mamoré Railway and on some of the company's other interests. The Madeira-Mamoré, 226 miles long, was opened to traffic September 7, 1912, having been built largely with funds furnished by the Brazilian Government. Several attempts were made to build this railway before the Madeira-Mamoré Railway Company took it in hand, and, by adopting the methods of the Americans at Havana and on the Panama Canal, stopped the awful loss of life among the workmen and stamped out the malarial fevers. I believe nearly every nationality on earth had at one time or another representatives among the workmen. The railway, small though it be, is the outlet for Bolivia's commerce to the Atlantic. It overcomes the long dangerous rapids which here prevent the navigation of the River Madeira, a huge 2,000-mile tributary of the Amazon, and it thus is intended to tap Bolivian and Central Brazilian wealth, especially in rubber, which forms about 38 per cent. of the total goods traffic. The Brazil Railway Company possesses 50 per cent. of the share capital of the Madeira-Mamoré Railway, which has commenced the construction of a first extension to Riberalta in Bolivia, 62 miles in length. Under the



Bridging the Mountain Ranges.



The Beach in the Approach to Santos, where the Brazil Railway has a fashionable hotel.

concession the Bolivian Government gives a five per cent. guarantee on the capital cost of construction and the right to purchase 9,262,500 acres of land at the price of $\frac{3}{4}d.$ per acre for grazing land, and $8\frac{1}{2}d.$ per acre for rubber lands. The work of measuring and marking out 6,000,000 acres has been in progress during 1912 and 1913.

In port enterprises the company has a major holding in the Compagnie du Port de Rio de Janeiro which works the port and quays of Rio previously described, and had for 1912 net receipts of upwards of £64,000. Here the company has acquired some valuable plots of land on which warehouses have been erected, and, through a Brazilian subsidiary company, is constructing large cold storage depots. Another large holding is owned in the Cie. Française du Port de Rio Grande do Sul, which is building two great training walls in order to deepen the water on the bar hitherto preventing large draught vessels from entering. A section of this port will be ready for operation early in 1914, by which time the engineers expect to have obtained a depth over the bar of 19 feet.

As landowners, colonisers, cattle-breeders and lumbercutters the Brazil Railway Company has other large interests in all the four southern States and in Matto Grosso and Minas Geraes. In these it operates as the Southern Brazil Lumber and Colonisation Company and the Brazil Land, Cattle and Packing Company. This latter company has purchased 8,163,081 acres in the States of São Paulo, Paraná, Matto Grosso and Minas Geraes, and had at the beginning of 1913 about 200,000 head of native cattle and 915 head of pure-bred imported cattle. All the lands are well watered in these pleasant, healthy States, and with the exception of portions here and there in Eastern Matto Grosso, which are covered with valuable hardwood timber,

they are excellent grazing lands. The company will begin to send cattle to market early in 1914, and its adventure in this respect is fraught with important economic opportunities for Brazil, too long neglected. The Lumber Company possesses 560,917 acres of forest land in the States of Paraná and Santa Catharina, and has three saw-mills at work on the pine timbers. During 1912, 23,000,000 feet of lumber were produced, the principal work of the year being done at Tres Barras, where the largest mill is situated. As regards the admirable colonisation efforts of the company, land surveys continue to be made, and hundreds of acres have been sold, principally in the Colonies of Faxina, Carambehy, Nova Galicia and Rio das Autas, there being a steady and growing demand for the company's lots. A small model farm has also been established for the supply of pure-bred stock to colonists. When we consider that the huge and immeasurably wealthy Brazil actually imports wheat, meat and timber, and that such a state of things cannot to-day continue, these colonising, cattle-breeding and lumber operations of the Brazil Railway Company command respect and admiration whether from Brazilians or foreigners. Finally, the company owns the pleasant hotel at Guaruja, the seaside resort close to Santos in the State of São Paulo, and a small hotel in the city of São Paulo.

The Brazil Railway Company is incorporated under the laws of the State of Maine, U.S.A. Its executive committee consists of Mr. Percival Farquhar, the president, and Messrs. E. Chauvy, E. Quellenec, A. Naylor Smith, and A. H. A. Knox-Little. American, Canadian, British, French, and Brazilian gentlemen form the large directorate, the company's offices being : London, 3, St. Helen's Place, E.C. ; Paris, 9, Rue Louis le Grand ; New York, 25, Broad Street ; Rio de Janeiro, 1, Rua da Saude ; São



Penetrating the Amazon in Forest. Mackay-Mammoré Railway

áinda



Madeira-Mamoré Railway: On the Bolivia-Brazil frontier: Bolivian officers and soldiers.



Madeira-Mamoré: All very pleased: Caripunas Indians and their Anglo-Saxon friends.

Paulo, 16A, Rua da Quitanda; and the registered offices, 281, St. John Street, Portland, Maine, U.S.A. The representative director in Rio de Janeiro is Dr. Carlos Sampaio, a very able Brazilian.

I cannot close this inadequate review of this largest Brazilian enterprise without referring to a sort of campaign in 1912-13 in a portion of the Rio de Janeiro Press and in Congress against what was euphoniously termed by Brazilians, "the Farquharisation of Brazil." It was a tremendous scare while it lasted—the bogey of foreign capital undermining the independent sovereignty of Brazil. To an onlooker the bogey appeared senseless as applied to the Brazil Railway Company and not very creditable to Brazilians themselves. Without big capital it is still very difficult to drive the coach of economic progress in this huge Republic, and both for capital and labour, as also for prescience and courage, I imagine Brazil has little cause to begrudge Mr. Percival Farquhar and his associates their laurels.

THE LEOPOLDINA RAILWAY.

A pretty name, and called after a princess of the Imperial Family of the Brazils, and now a British-owned railway. No better introduction to a short story of this, the most extensive of Brazil's railroads, could be given than in the following extract from the chairman's speech to the shareholders in London in 1911. Mr Robert Benson then said:—

"This Brazilian railway was rescued from bankruptcy and its credit restored by the formation of this English company in 1897, with the approval and support of the Government. The condition of its lines, rolling stock and stations was then deplorable. There were 784 derailments



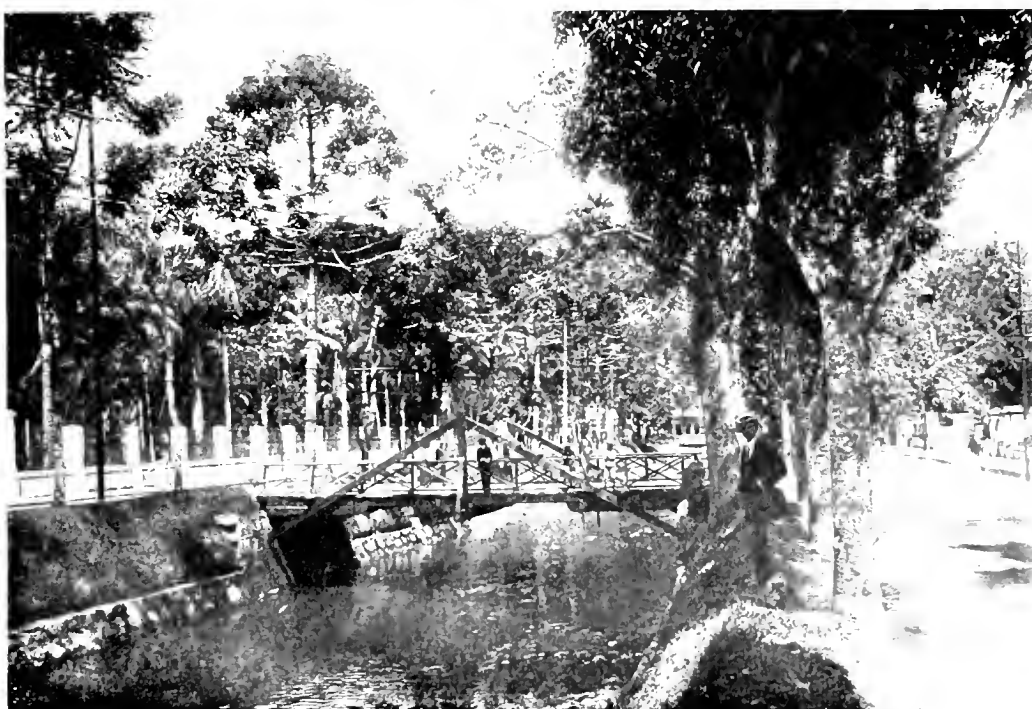
Map of the Leopoldina Railway System, in the three States of Rio de Janeiro, Espirito Santo and Minas Geraes.



His Britannic Majesty's Legation, Petropolis.



Alto da Serra: Petropolis—Leopoldina Railway.



A bit of Petropolis.

of trains the first year ; goods were always delayed in transit and often lost, and there were numberless lawsuits. These difficulties were gradually surmounted. It has taken about ten years and over £6,000,000 of English money to provide a good and safe service for the Brazilian public. By 1907 this company arrived at a four per cent. dividend, with the prospect of a moderate recompense for past sacrifices. . . . The Brazilian Government is engaged in developing a vast and rich territory for the benefit of its people, and this development cannot be successfully accomplished without due regard to all the interests involved, your own included. In the troublous times before 1900, when exchange fell from 29*d.* per milreis to 6*d.* (causing 5 per cent. interest payable in London to mean 20 per cent. payable in Brazil), the Government recognised you as the English creditors and assisted your Committee, by a special Act of Congress, to obtain possession of the property and form this company with English management under your own control. We expect the same consideration now, the same fair dealing that the Brazilian Government showed in 1895-1897."

The Leopoldina system to-day has an extent of 1,701 miles, spread somewhat in the shape of a half-opened fan, having Rio de Janeiro for its handle. The western and eastern outer ribs are linked up by connecting branch lines. The area served is about 200,000 square miles, that is to say, an extent of country considerably larger than France, and is divided among the three Brazilian States of Rio de Janeiro, Minas Geraes, and Espirito Santo. Besides carrying four million passengers the staple products transported by the goods service consist of coffee, sugar, maize, beans, and other cereals, timber, firewood, and live stock.

There are but two railway systems connecting Rio with

the interior of Brazil: the Leopoldina and the Central, which latter we have already reviewed. Taken as a whole, and considering the extent of country through which it runs, the Leopoldina was probably one of the most costly in construction, and is one of the most costly lines in the world to work. Almost the whole country traversed by it is of a mountainous nature, and in order to reduce the capital cost of construction, without having due regard to the subsequent cost of working traffic, the line was built in the valleys and around the spurs of mountains, so that it presents a very tortuous appearance, there being probably a greater extent on the curve than on the straight, and almost continuous up-and-down grades. I need hardly insist that here again the beautiful scenery provided fully upholds Brazil's natural eminence. The little journey to Petropolis will obtain a special mention later; but, apart from that and the rest of the Leopoldina system, the tourist should make a point of visiting Victoria, the capital of the State of Espirito Santo (it can be done by rail, returning by sea by the Lloyd Brasileiro steamers, or *vice versa*), for at the Victoria end we obtain some most majestic scenery and astonishing engineering. The train journey is accomplished in eighteen hours, about midway being the important town of Campos, the centre of a flourishing cane-sugar district. At the Victoria end, in the Guimar Pass, a height of 786 metres is attained, the steepest grade being $2\frac{1}{2}$ per cent. From a strategic point of view, owing to its joining the port of Rio with the port of Victoria, the two capitals being now served with a through train with restaurant car and sleeping coaches, this line is of great importance.

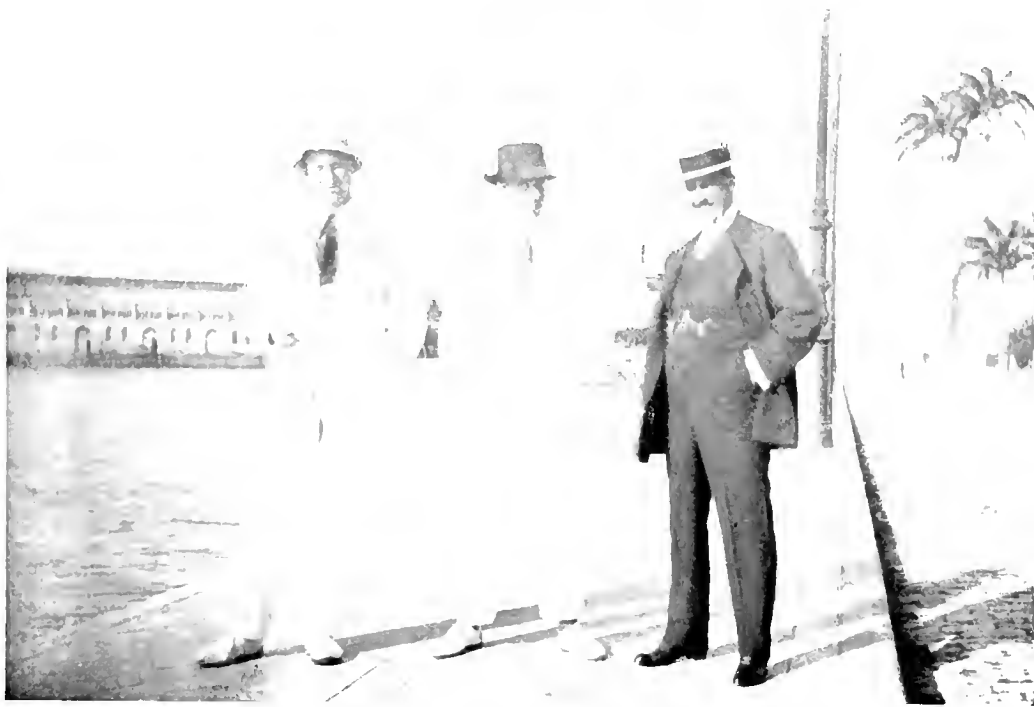
Some other difficult sections of the Leopoldina system are the Friburgo Serra, where at Theodoro de Oliveira a



A little bit of Guanabara Bay.
Served by the Leopoldina Railway's Pleasure Steamers.



Up and down the Leopoldina Railway to Petropolis.



“It is good to live.” Leopoldina Railway Men.

height of 1,078 metres is reached; the Bicas Serra on the Serraria line, with a maximum altitude of 605 metres with a $2\frac{1}{2}$ per cent. gradient; the Serra of Capivary, 731 metres, with a 2 per cent. gradient ending in a tunnel 320 metres long; and the Petropolis Serra, with a rack railroad on the Riggerbach system, rising from Raiz da Serra, 31 metres, to Alto da Serra, 841 metres, with a maximum gradient of 19 per cent.

Petropolis, the mountain town, the residence of the diplomatic world and the favourite summer resort of Rio's fashion, is the peculiar pocket show-piece of Rio and of the Leopoldina Railway. It is some 39 miles or a $1\frac{1}{2}$ hour's journey from the company's little Praia Formosa station in Rio. The visitor who has only a short stay can leave Praia Formosa at ten o'clock, motor or ride around the town, lunch, ride around again, and catch an afternoon train which will return him comfortably to his hotel in Rio de Janeiro for dinner. The journey is level and rapid until the train seemingly runs into the confronting and embracing mountains at Raiz da Serra. Here it climbs very slowly but very surely on the rack system for a distance of 6,104 metres (about $3\frac{3}{4}$ miles), turning and bending through gorgeous and imposing scenery and offering at one point a marvellous view of the bay and city miles away behind and below—the thin white ribbon of railroad by which you approached the mountains smiling in the distance 2,000 feet beneath. Arriving at Alto da Serra (841 metres) the rack system ceases, and a two-mile gentle decline runs you into the charming town everywhere embraced by the forest-clothed mountains. The service maintained by the Leopoldina is excellent and well calculated administratively to satisfy the Briton that he is under the care of a British-managed line. The

journey to and from Petropolis, first class, is 4\$000 (5s. 4*d.*), or, if two days are occupied, 5\$000 (6s. 8*d.*).

With Petropolis traffic, all goods traffic, and all the Minas Geraes lines of the Leopoldina have direct access to Rio de Janeiro; the rest of the State of Rio de Janeiro and that of Espirito Santo has to utilize the company's main terminus across the bay at Nictheroy. Passengers for these places have to use the ferry between Rio and Nictheroy, and goods wagons have to be carried on pontoons to the north end of Rio, whence they are run on a branch line to the new warehouses.

The actual lineage of the Leopoldina open to traffic in 1913 was 1,701 miles. The gross receipts for 1912 were £1,688,926 and the net receipts £602,269. Eight hours' journey from Rio the company has established a model farm at Bemfica, in the municipality of Cantagallo, to assist in the improvement of stock-raising, fruit and vegetable growing, dairying, and modern agricultural methods, as applicable to conditions obtaining in the large zone it serves. I show here a colour-plate of the Leopoldina general offices in Rio, which overlook the Beira Mar Avenue and the Bay of Guanabara. The general manager in Rio, to whom I am greatly indebted for his kind encouragement of this work, is Mr. McC. Miller. The London offices of the company are at 3, Lombard Street, E.C., and the present board consists of Mr. Oliver R. H. Bury (chairman) and Messrs. R. E. Bronnger, N. B. Dickson, and J. H. Wicks, and Mr. J. W. Drury (secretary).

After travel in many lands, I recall vividly three rail-road trips: that from Athens to Patras; that from Calgary to Vancouver, and last but not least, that from Rio de Janeiro to Victoria, by the Leopoldina.



The Administrative Offices of the Leopoldina Railway, facing Rio Bay.

CHAPTER VII.

THE MUNICIPAL GOVERNMENT OF RIO.

THE Prefect of the Federal District, actually General Bento Ribeiro Carneiro Monteiro, who is nominated by the President of the Republic for the quadrennial period of the presidency, is one of the hardest worked officials of the Federal Government. He has in his care all the municipal affairs of a metropolitan district of 1,116,593 square kilometres, with a population, at the census of 1906, of 811,443 inhabitants, giving a density per square kilometre of 721 people, fifty times less density than that of Paris, twenty times less than that of London, and six times less than that of New York. To-day the population of the Federal District must be fully a million ; but if we take only the eighteen central (out of the twenty-five) districts comprising the heart of the city, the density of population in London is four times that of Rio de Janeiro.

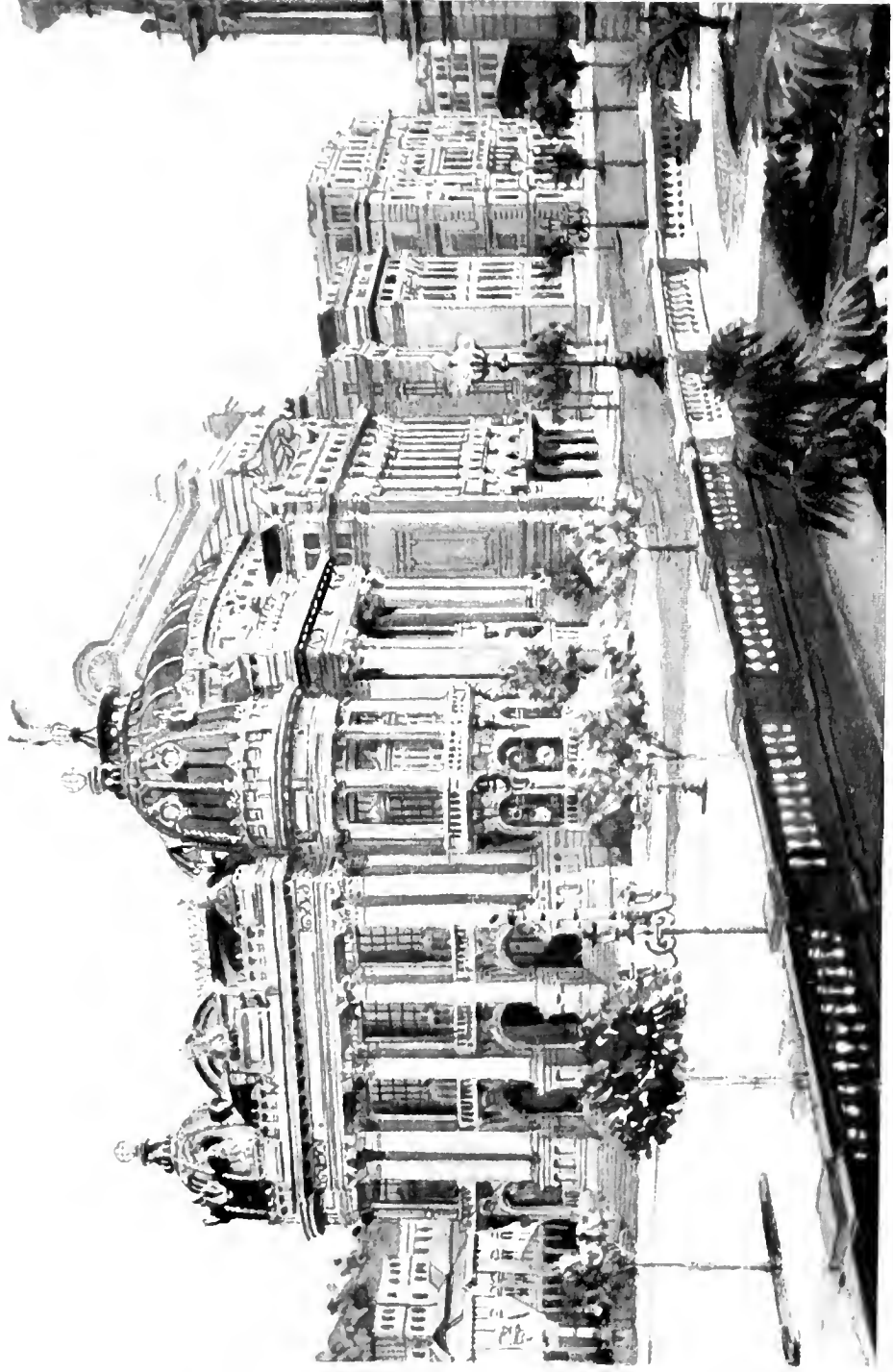
General Bento Ribeiro, in November, 1910, followed at least one eminent administrator, the late and lamented Prefect, Dr. Francisco Pereira Passos, director and instigator of the modern metamorphosis of Rio. If I may venture an opinion, from an observation of two years, the present Prefect has brought the greatest zeal and industry to his exacting duties, and at the same time has had the ungrateful task of curbing past extravagances without putting back the clock. I propose to give here a few interesting details of the municipal life of Rio, which will throw further light on the city. The Prefect is responsible both to the President of the Republic and to a municipal council. This latter is

composed of sixteen members ; the electorate that voted in 1911 for these councillors numbering only 23,730 voters. Among the departments of the Prefecture we have in the first place, of course, Finance ; others are Public Instruction, Works and Communications, Inundation Control, Forests and Gardens, Statistics, Administrative Police, Hygiene and "Assistencia Publica," Public Cleaning, Municipal Pensions, and the Municipal Theatre—a sufficiently heavy list.

The municipal Budgets for 1911 and 1912 show receipts respectively of Rs.31,353:856\$ and Rs.40,154:588\$, and expenditures respectively of Rs.38,792:735\$ and Rs.41,932:882\$. Not since 1904, when the old Rio was first overhauled, have the municipal accounts showed so well as in 1912. In rough figures the revenue in sterling in 1912 was £2,710,000, the expenditure exceeding it by some £220,000. The municipal debt, floating and active, amounted in 1912 to less than £17,000,000. A few of the principal sources of municipal revenue and items of expenditure are as follows, in contos of reis :—

| Receipts. | | Expenditure. | |
|--------------------------|--------------|--------------------------------------|-------------|
| | Rs. | | Rs. |
| Vehicle Weight Tax . . . | 15,480:657\$ | Instruction . . . | 7,675:994\$ |
| Territorial Tax . . . | 2,096:857 | Public Cleaning . . . | 4,002:926 |
| Sanitary Tax . . . | 5,618:093 | Forests, Gardens, Fisheries . . . | 1,167:150 |
| Spirituos Liquors . . . | 1,477:124 | Paving, Works, &c. . . | 3,511:940 |
| Licences . . . | 3,527:805 | Interest and Sinking Funds . . . | 13,831:495 |
| Slaughter House . . . | 1,021:652 | Credit Operations . . . | 5,847:930 |

We may notice that the debt of the municipality costs the citizens annually nearly £1,000,000 in interest and sinking fund ; in other words, £1 a head. To revert to the population statistics—the latest at all reliable being those for 1906 : out of a population of 811,443 there



The Municipal Theatre, Avenida Rio Branco.



General Bento Ribeiro.
Prefect of Rio de Janeiro (1910-1914).

were 463,453 men and 347,990 women—a huge disproportion, which must interest the sociologist and eugenist, even after due allowance for the fact that Rio is the metropolis of a country of a new world. Of this population 600,928 were Brazilian born (312,573 men, 288,355 women), which shows that the greater preponderance of males is among the foreign-born population—in fact over 90,000 excess. The foreign residents were divided thus:—Portuguese 133,393, Italians 25,557, Spaniards 20,699, French 3,474, Germans 2,575, British and American 2,077, other nationalities, including Turks and Syrians, 22,760. No definite figures of the coloured population are obtainable. I imagine that the figures for Germans, French, British and Americans are much smaller than the reality, many of these nationalities of the younger generation being Brazilian born.

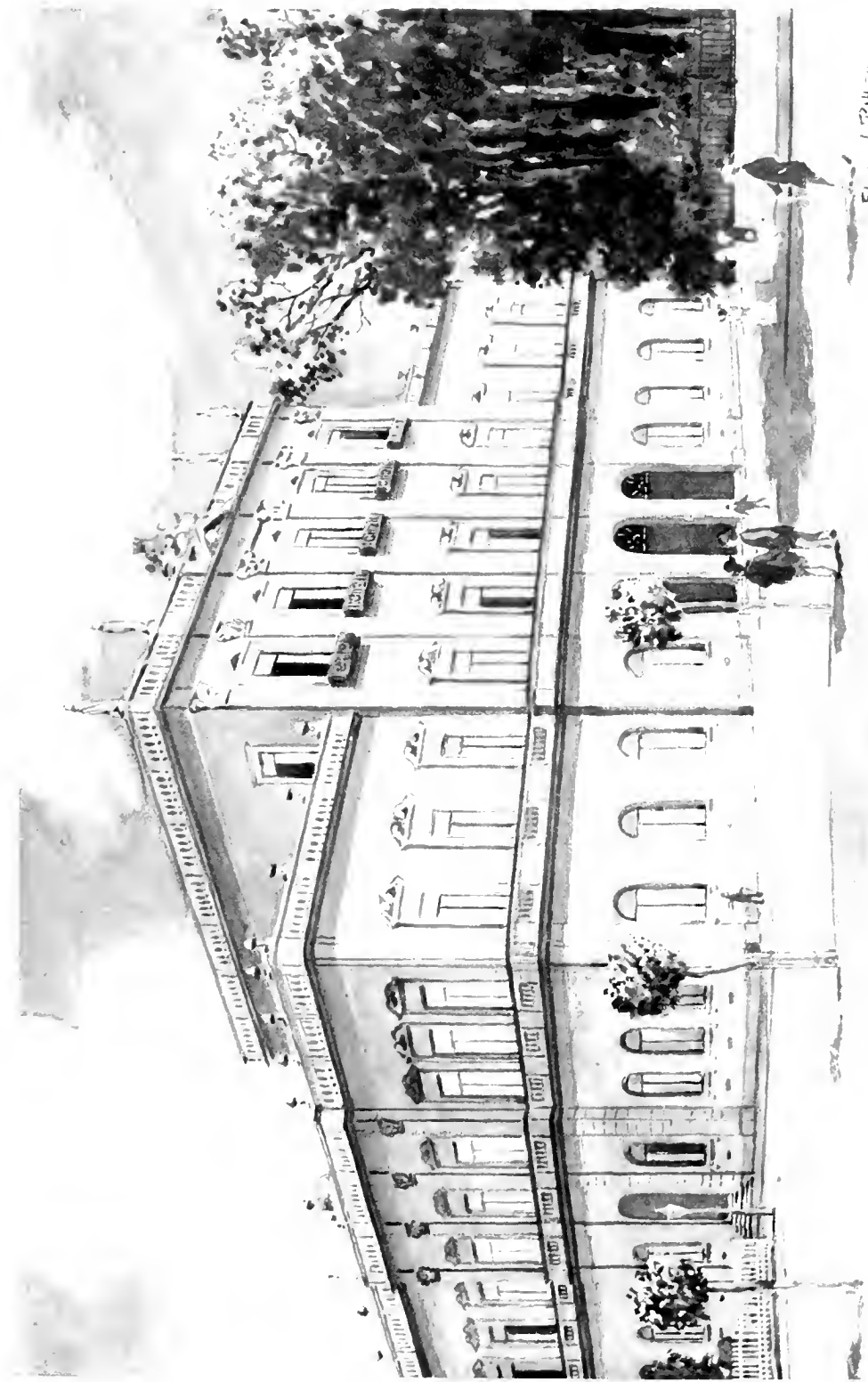
General Bento Ribeiro, together with Dr. Rivadavia Corrêa, Federal Minister in Charge of Education, has given much time and care to the improvement of public instruction, but the neglect of a generation is not to be remedied in a single prefecture. “*Pouco lisonjeira*” (little flattering), says the General of the situation in his last message. In 1912 there were 318 schools, secondary, primary, and elementary, including 17 night schools. The total of professors, teachers and assistants was 1,440. The accommodation for scholars, I believe, reaches only about 50,000, but the Prefect points out that the municipality is now spending, and preparing to spend, much larger sums on education than in any previous Budgets, and he looks to see immediate facilities for at least 80,000 pupils.

During the present prefecture, that is, since November, 1910, over 962,000 square metres of paving and macadamized roadways have been laid, and here one may say a

word for the perfect cleanliness of this fine city, as effected through this department and those of the *Limpeza Publica* and *Hygiene*. Complaints are made from time to time that the outer suburban roads are not what they should be, but neither is the cash-box of the Prefect inexhaustible, and the area of Rio is immense. There is again a continual combat engaged, at necessarily great expense, against the *Innundações*, or flood-waters, that fall periodically into the lower roads and lands from the hills and mountains around which the city is built. I have mentioned how Dr. Oswaldo Cruz cleaned the city bacteriologically, but I may praise unstintingly the excellent service of the *Assistencia Publica*, whose creamy-white, speedy motor-vans are a feature of municipal Rio. It was also an object lesson to see how promptly the workmen gangs of the *prefeitura* dealt with the heavy damage done in April, 1913, by the extraordinary *resaca*, or surf, to which I have referred in my previous chapter on the city.

Other interesting statistics give us the number of motor-car licences issued in 1911 and 1912—respectively, 1,209 and 2,414. Building goes on apace in Rio, the Prefect's figures showing for 1912, new houses 4,202, reconstructed 582, and modified 880, an advance in new buildings of 90 per cent. over 1910. The municipality has also under study various ambitious projects for new avenues and streets which shall pierce some of the hills, and thus link up the distant Atlantic-side suburbs with the north-west centre; the improvement of the buildings on either side of the *Mangue Canal*, and underground rail and car communications are also projected.

While I was in Rio the cry of "*Carestia da vida*" (deariness of living) was given some prominence in the Press and at a few public meetings, and it is not to be denied that



— E. A. S. / 17465000 —

The Prefecture of the Federal District.
North-Eastern Corner of the Praça da República



A corner of the big market.



Carrying heavy goods under instead of above the axle.



A slack hour in fish in the big market.

there has been of late years, as in other parts of the world, a marked rise in the price of provisions in Rio. "This phenomenon," says the Prefect, "is not local, it is national. There will be no dearness when in the country, by the development of its labour and cattle-raising, we shall possess the prosperity that the land well cultivated, work well distributed and capital well employed, must give us in perhaps a very short time." General Bento Ribeiro, however, has now caused to be opened four small additional markets in various districts where the price of provisions can be municipally controlled, but it is needless to say that the dearness of living in Rio is not so much a problem for the municipality, as for Government, the customs and the railways and coastal shipping.

As municipal taxation, apart from Brazil's excessive customs duties, bears directly upon the cost of food, clothing, rent and salaries in Rio de Janeiro, I may give here a few figures bearing on these interesting matters. Unquestionably life in Rio is very dear, although in this respect ceding pride of place to Brazilian cities further north, such as Pernambuco, Pará and Manaos. I am indebted for some of my present figures to Mr. J. C. Oakenfull's excellent little handbook, "Brazil in 1912," but for reasons of space I have confined myself generally to the mean price.

Hotels and Pensions.—First-class hotel, equal to second-class in London and Paris, 12 to 18 milreis (16s. to 24s.); second-class hotel 7 to 10 milreis; third-class hotel 5 and 6 milreis; pensions of all kinds abound, ranging from 90 milreis a month (£6) to 300.000 (\$1000 (£20)). The cheaper figure does not include luncheon in the majority of pensions, and truth compels me to say that you should beware of a cheap pension unless it has been strongly recommended to you. If you can afford to live at the minimum rate of

12 milreis a day at the Estrangeiros Hotel or International Hotel I advise you, from a social standpoint, to seek no further. In the matter of hotels Rio is not so very dear. It is when outside of your hotel, or in your liquor bills inside, that you will find New York and Monte Carlo looking quite cheap, and you will realise that 10\$000 (13s. 4d.) goes about as far as 5s. in London.

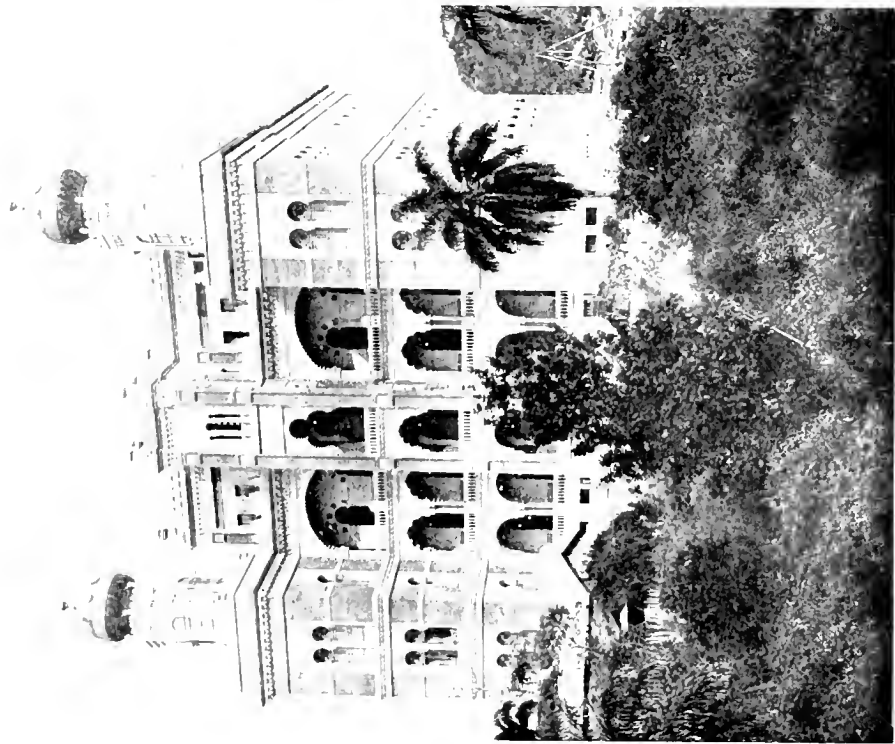
Salaries.—Junior clerks 150 milreis (£10) a month; book-keepers or cashiers 200 to 600 milreis. I know a Viennese girl-typist and shorthand writer, of fine linguistic attainments, receiving the latter figure, £40 a month. Shop-assistants 100 to 500 milreis. Commercial travellers, advertisement canvassers and other “outside” employés, 150 to 400 a month, with expenses and commission. Salesmanship, with a knowledge of Portuguese, offers the best scope for the foreigner in Rio, or indeed in all Brazil, and novelties always command a sale, if presented with tact and courtesy. Teachers of languages, men or women, more particularly the latter, can earn, with not too hard work, up to £40 and £50 a month. Police receive from 120 to 200 milreis; cooks from 30 to 200; foreign nurses from 50 to 150 per month.

Daily Wages.—Day labourers from 2½ to 4 milreis; brewers, founders, cabinet makers, printers, masons, painters, and other trades receive from 8 to 15 milreis; and tailors, hatters, shoemakers, tram-conductors, millhands and smiths, a few shillings a day less. Casual demand for English or American labour is very restricted.

Prices of Provisions.—Beef, mean price 6½d. per lb.; mutton 9d. or 10d., a curious fact, due to the rarity of sheep and the absence of cold-storage facilities; pork 10d.; veal 8½d.; fowls 1s. to 2s. each; ducks 1s. 4d. to 3s. 3d.; turkeys 4s. to 8s.; eggs about 1s. 4d. to 1s. 8d. a dozen.



The Beautiful Bena Mar Drive - approaching the Magnificent Montroie Palace



The Oswaldo Cruz Institute.



The Gardens of the Ex-Emperor's Palace.

There are about 400 head of cattle slaughtered daily in Rio, the slaughtering being controlled by the municipality. This very small number for so large a population is due to the great consumption of xarque, or jerked beef, chiefly obtained from Rio Grande do Sul and Argentina, and a fairly unattractive form of meat. Potatoes $1\frac{1}{2}d.$ to $3d.$ a lb.; bread $3d.$ to $4d.$ a lb.; sugar $4\frac{1}{2}d.$ to $6\frac{1}{2}d.$ a lb., although Brazil is a great sugar producer; coffee, Brazil's greatest product, and, when you insist on the real article, as fine as any in the world, $8d.$ to $1s. 2d.$ per lb. Into the prices of clothing I need not enter, except to say that, thanks to heavy protective duties, everything is very dear, and a similar remark applies to drugs, doctors and dentist's charges, perfumes, and though here we have no protection—fruit, flowers and fish are not cheap. I must except prawns and oysters, which are fine and plentiful. Street taxis charge 8 milreis (10s. $8d.$) the first hour, and 5 milreis the next; hired automobiles 10 milreis, or if you do the magnificent, unsurpassed trip round Tijuca and Gavea, where the gradients among the mountains are necessarily steep, 20 milreis the hour. Rents I can only say are dear, £120 per annum procuring you only a very small house, and, as in the principal streets of the chief European cities, so shop rents in the Avenida Rio Branco, and Ouvidor, Gonçalves Dias, Uruguayana and other central streets are very high.

The Prefecture of Rio is situated opposite the north-east corner of the beautiful Praça da Republica. General Bento Ribeiro presides over the destinies of a city so beautiful, and so full of promise as a future tourist-resort and business-mart for all nations, that I have here to acknowledge the inadequacy of my best efforts to show it to my readers.

CHAPTER VIII.

THE PRESS OF RIO DE JANEIRO.

The Jornal do Commercio.

HE is lucky who can land in a foreign country and immediately read the local Press. If a journalist and student of politics, and not merely a trader, the new-comer's satisfaction will be the keener. A truism is a waste of ink ; but here I must plead guilty—without a close study of the native Press a foreign observer is badly penalized.

The Press of Rio de Janeiro will sustain close criticism, emerging from the scrutiny with infinite credit. Indeed, its vigour and intelligence and frankness are, in my opinion, in advance of the general culture of Brazil. But you may contend that herein is what we expect of the Press of every country. Yes ; we expect this attitude of "vanguard" ; but Rio de Janeiro exemplifies it better than the Press of New York or Paris. To state but one fact : the Carioca Press is so far ahead of its readers that not one journal enjoys a circulation such as you would expect in the metropolis of a country of some twenty million inhabitants, and a city with a population of a million. The Rio Press keeps building enthusiastically on Brazil's future. Whether we take the newspapers whose policy is to support the Government of the day, or those whose policy is frankly and brutally oppositionist, we get daily a mass of home-truths, of self-criticism, of introspection. Then we get literary Portuguese ; then, if the



Offices of the Jornal do Commercio, Avenida Rio Branco.

Architects - Messrs. Antonio Jannuzzi, Sons & Company.

cost be considered, a remarkably good foreign telegraphic service, and a still more able letter service ; then we get a profound admiration of the journalist's capacity for work, organization and regularity, in a country where these active qualities are not exceptionally conspicuous ; then we get an astonishing amount of advertising, and this among a people who have hardly yet learned to appreciate the poster, the hoarding, or the tram-space. To make comparisons that most of my readers will understand, you get in Rio your *Temps*, *Figaro* and *Matin*, your *Times*, *Morning Post* and *Daily Telegraph*. You get also your very Yellow Press, but this shakes its rattle in the afternoon or late at night. There is no *Petit Journal*, and no close counterpart of the *Daily Mail* in Rio ; but one or two of Mr. Hearst's papers have here some cousins-german.

Often I am suprised at the flouting of any enactments on *lèse-majesté* that there may be hidden in Brazilian law. Often I have wondered how long the President of the Republic and his political supporters will tolerate this or that yellow onslaught. But they evidently learn to laugh, even in Brazil where political tempers are not antarctic ; and I have decided, during a stay of two years, to gauge the popularity of the Government in inverse ratio to the virulence of the Rio Yellow Press.

As regards such material factors in the making of a good Press as paper, ink, linotypes, handsome offices, hustling reporters, time-saving headlines, and withal cheap advertisement rates, Rio is as good as Paris or Buenos Aires, Milan or Rome, and probably surpasses the Press of Madrid and Lisbon, its other chief Latin competitors. When we consider the latitude and longitude of this city, its distance from the hub of the universe, the ethnographical limitations of the Portuguese language, the immense postal

distances in Brazil, and the inefficiency of primary and secondary education in so huge and new a country, we acquire a very high respect for the Press of Rio de Janeiro.

For my own part I have read daily for two years the really remarkable journal that I am now going to review in some detail. I have read other morning and evening dailies (to use a phrase—"more than religiously") because that has been my pleasure; as also Rio's weekly, illustrated and monthly literature. But, in the restrictions of the present volume, I will confine myself to the *Jornal do Commercio*; and, while not asking my readers to read that morning daily only, I confidently advise those who come to Rio, on trade or pleasure intent, to read it regularly if their knowledge of Portuguese allow them so to do. It is a patriarch among the world's daily newspapers, and its eminent characteristics are dignity of tone and plethora of news. You will find more news in the *Jornal do Commercio* than in any other Brazilian newspaper; and if a foreigner may say so, a little too much love for ancient editorial nostrums in this twentieth century.

The *Jornal do Commercio* was founded on October 1, 1827, so its claim to hoary antiquity is valid. The sale of slaves and requests for their recapture became very early a feature of its first advertisement columns. Communication with Europe by highly self-praised sailing-packets of the tortoise-speed order was another quaint feature. Commerce, as the journal's name implies, was the chief item of its repertory. The *Jornal do Commercio* remains to-day a prodigiously commercial daily, more so perhaps than the *Birmingham Post* or the *Manchester Guardian*.

In square inches I think it is as large as any daily in the

world; its normal bulk is sixteen pages, and on Sundays and in special issues it occasionally reaches twenty-four pages of eight columns each. The paper is good, the type clear; the ink is very unkind to your fingers on the day of issue. The proprietorship of the *Jornal* is a limited company, and its home is a very imposing and spacious edifice in the centre of the city in the Avenida Rio Branco.

One does not have to read the *Jornal* more than once or twice before discovering a unique circumstance—the absence of the leading article or of any leader. Very rarely indeed does the journal condescend to voice the direct opinions of its proprietorship, and then only on a matter of grave national importance. To me its attitude seems to be as follows: “We are not a party organ and we credit our readers with enough sense to form their own opinions from the news we give them; party government not existing in Brazil, the partisan leader-article is a waste of ink; when, after due hearing of all sides on a grave national problem, we think we know what is the best course for Government or the Administration or the public to pursue, we declare our judgment.” This rarely expressed “judgment” or counsel has very naturally, by the above described editorial rule, come to carry great weight. The *Jornal do Commercio* is the Solon or the “Thunderer” of the Brazilian Press. And, oddly in keeping with this aversion against the leader or leaderette, these, when they do appear, are generally unobtrusively placed among the “*Varias*,” as the journal’s own Portuguese journalese terms its “Notes of the Day.” I imagine British newspaper readers would rub their eyes if the *Times*, or, say, even the *Western Morning News* or *Yorkshire Post*, appeared one morning without a political leader. And yet who really cares a fig for so much verbiage of the mechanical type? I am inclined to think this absence

of the political leader the most dignified, as it is the most unique, feature of the *Jornal do Commercio*.

The front page begins with a little eighth of a column of advertisements, continues with a very elaborate index, foreign and local, headed "Hontem" (yesterday), and for the rest is occupied with the day's telegraphic service. This is a costly and very good service, not as with most other Brazilian newspapers confined to Havas telegrams, but always containing foreign news from the journal's own correspondents. Except on rare occasions, such as the first week or two of the Italo-Turkish conflict, news from Inglaterra (England) has the place of honour. Admirably lengthy cables were given us here during the great coal strike; and, as indicating the cosmopolitan outlook of the journal, I may mention a special cable of about a column on the First Lord of the Admiralty's memorable speech in which Great Britain declared for a sixty per cent. naval superiority over Germany. The order of the foreign telegrams is interesting; it is generally England, France, Germany, Italy, Portugal, Spain, then other old-world countries, then the United States of America, and then the rest of the American States. Portuguese news is naturally of greater comparative bulk than that from other countries. We have then the twenty States of Brazil, from all of which come telegrams almost daily.

But if the journal does rarely give its own opinions it has a unique manner of giving everybody else's opinions. This is its quite extraordinary and often highly diverting page or pages entitled "Publicações á Pedido" (Announcements by Request). The phrase is sarcastic, because the airing of these third-party opinions is rigorously charged a lineage rate. But they are very profitable to the *Jornal* and, no doubt, satisfactory to the authors. "Your opinion on such and such a subject," says the editor, "does not interest

us or the majority of our readers; if you insist on our printing it, here are our rates." As vanity, loquaciousness, or spite will not be denied, we have the curious result that "Letters to the Editor" in the main body of the *Jornal do Commercio* are very rare, whereas the columns of "Publications by Request" are very extensive. Editorial indifference to what people think, if they will only pay for their thoughts, gives us a strange medley. In one column the President of the Republic is slavishly eulogised; in the next he may be pilloried as the incarnation of evil and imbecility; in another some firm or private individual may be grossly abused; later we come across a notice of a lawyer who had papers stolen in a certain hotel a year ago and still deploras the fact; or here somebody, whose departure for Europe interests nobody, prints his "Despedida" (Good-bye) to imaginary friends whom he "has not had time to see." "Telegramma Idiota," may be the happy paid headline of another independent expression of opinion—and so on. But the peacock-feather of the *Jornal do Commercio's* reputation lies in the constant insertion of lengthy articles in these paid columns extracted from yesterday's issues of contemporary newspapers. What may be good enough for, or suit the partisan tactics of another Rio daily, has often to be reprinted at lineage rates in the *Jornal* in order to reach the latter's influential body of readers. And this practice is extensively followed by the newspapers of the other States of Brazil—some local politician will have his praises sung or his local enemy traduced in an Amazonas or Bahia paper, for instance, and then will have the whole reprinted in the *Jornal*. It needs only to be added that these "Publicações á Pedido" are widely read, owing chiefly to their generally spicey and semi-private character.

Between its telegraphic service and its celebrated "Varias Noticias" the journal prints columns of general news, articles

from foreign correspondents, and its own or foreign reviews of affairs in the artistic and scientific worlds. One cannot fail to be struck by the good editing and the wise selection of its special articles—all of which seem to pay an ungrudging tribute to the older or more advanced culture of the leading nations—the right instruction of Brazilian ambitions seeming to be ever present to the editorial mind. It is among these columns that the *Jornal* recently raised, in two or three weeks, a fund of over £10,000 for a statue to the late Secretary for Foreign Affairs, the Baron do Rio Branco—a journalistic feat that of itself hall-marks the influence of the newspaper.

We next arrive at the widely read “*Varias*,” which, generally commencing with the movements of the President of the Republic, consist in the main of a series of short or long paragraphs of a *Court Gazette* character, and give in much detail the activities of Cabinet Ministers, new administrative appointments, and the arrival and departure of important personages. These sometimes very lengthy series of “*Varias*” are merely paragraphed, and have no headlines or leaded type. A distinguishing feature of the *Jornal do Commercio*, indeed, is its dislike for heavy headlines outside of its advertisement columns, whereas the hurry-scurry of modern life undoubtedly calls for a relaxation of this antipathy. The remainder of the *Jornal* is devoted to Government, municipal, judicial, and administrative announcements, reports of Congress when in session, extensive commercial, financial, shipping, and produce news and telegrams, Brazilian sporting affairs, and lastly, to many pages of advertisements. It is an ancient, a prodigious, and a very dignified daily newspaper, and a credit to its proprietorship and to its country. Its chief proprietor and general editor, Dr. José Carlos Rodrigues, who, need I say, has proved a

very kind friend to me, is an able linguist, adding excellent English to his accomplishments, as well as a long experience of the United States and the United Kingdom, and a wide philosophical outlook on Brazilian and international affairs. To this, if I add philanthropist and financier, I have sketched one of Brazil's most remarkable men.

The Carioca Press, as I have hinted, is one of the best features of Rio. Other leading morning newspapers of ambitious size are the *Jornal do Brazil* (a sort of *Morning Post*), *O Paiz*, *O Imparcial*, *Gazeta de Noticias*, and *Correio da Manhã*—the latter very much in opposition. Among afternoon and evening dailies with several editions, are *A Noticia*, *A Tribuna*, *O Seculo*, *Gazeta da Tarde*, *A Noite* (a late paper, as its name, "The Night," implies), and last, but not least, the evening editions of the *Jornal do Commercio*, this latter reminding me, in its naturally very different setting, of the *Pall Mall Gazette*. Most of these newspapers are excellently "got up," and several are illustrated.

Of the weekly illustrated or humorous Press, I shall place first the excellent little journal of Messrs. Fogliani and Gasperoni, the *Fon-Fon*; then we have *Careta*, *Revista da Semana*, *O Malho*, and others. Coloured illustrations and cartoons often occur in these, some of great merit, although I do not think Brazilian caricature has yet reached a very high standard. Of large illustrated papers we have the *Jornal do Commercio's* handsome monthly, the *Jornal Illustrado*, and the *Ilustração Brasileira*, corresponding to our *Illustrated London News* and *Graphic*. There is in addition a number of magazines and scientific monthlies, but these are not so advanced as in Europe.

Finally, I must mention the *Official Journal*, or *Diario Official*, a bulky, closely printed daily journal, terrible to

wade through, when, if by chance, you are looking for the official fate of some petition to Government. It is a beehive of Government decrees and departmental acts of every kind, but its entire "get up" is altogether excellent, and thoroughly refutes those who suppose that the four great journalistic qualities of rapidity, regularity, reliability and neatness are not to be expected of a South American Government Department. The present chief of the Imprensa Nacional I do not know, but I have to thank his predecessor, Dr. Eloy de Andrade, for his courtesy, which I recall as well as the midnight scene early in 1912, when the home of the *Diario Official* was nearly gutted by a blazing fire.

CHAPTER IX.

PRESENT DAY ARCHITECTURE.

IF you land at the Caes Pharoux by motor-launch from your steamer, you find yourself in a spacious and tree-clad square, the Praça Quinze de Novembro, and on glancing at the three other sides you promptly vote the buildings old and shoddy, not sufficiently so, however, to take away the charm of space, foliage and sub-tropical sunlight, nor that, indeed, of a respectable age—for here we are in the early colonial centre of the city, and here, at the beginning of the eighteenth century, the court and courtiers did abide. You will walk on in quest of the now-famed Avenida Rio Branco, and so, some two or three hundred yards straight ahead, until you come to examples of modern architecture, where the Rua Sete de Setembro crosses the Avenida. As a key to the modern Rio, as regards particularly its architecture, I will put down here some notes from Commendatore Antonio Jannuzzi, I believe the oldest established and most eminent of the city's architects and builders. Incidentally it may be remarked that the new Rio owes much to Italian architects, although it is now superimposing on their work many French designs, while Portuguese "plum puddings," as I have heard Brazilians contemptuously style the Lusitanian art, still continue to arise here and there.

In 1874, when Antonio Jannuzzi and a brother, sons of a Southern Italian master-mason, elected to seek fortune in Rio, the city was still under the full dominion of Portuguese colonial architecture. There were very few buildings that

could lay claim to any majesty or grace of style. Even now, all over the city, as you travel around, you will find only too much Portuguese "stuff." You will know it, as a Brazilian comic paper says, by its French windows, Spanish frontages, English doorways, German roofs, Italian shutters, etc., etc., and the overall of pretentious tawdriness and meaningless decorations. Blue, green and red paints were also too harshly laid on, and poor diminutive madonnas and saints were intruded on any excuse. All this has been gradually disappearing under the Republic; indeed, the Jannuzzi brothers by 1890 had erected many hundreds of edifices not only in Rio, but in Nictheroy, Petropolis and Nova Friburgo. In my humble opinion, however, Rio and its suburbs, considering the climate, could advantageously copy the work of British architects in India, Egypt, and elsewhere, by greatly adding to the verandah portion of their houses. In 1898 the house of Jannuzzi was awarded a gold medal at the Turin Exhibition for their brilliant work in the capital of Brazil.

On March 8, 1904, as we have seen, the tremendous scheme of a wholly new city was initiated by the opening of the Rio Branco and Beira Mar Avenues, and the Jannuzzi brothers took a most important hand in this great work. They laid the first stone, namely, the corner-angle, of the present Brazilian Lloyd Steamship Company's building in the Avenida Rio Branco, to the order of Messrs. Guinle & Co. They erected the first completed house, to accommodate their own technical and administrative offices, which was inaugurated with much ceremony and champagne by Dr. Lauro Müller, the present Minister for Foreign Affairs, then Minister of Industry, and Count Paulo de Frontin, Chief of the new Construction Commission. Since that day they have notably adorned the Avenida, giving it

such noble edifices (many here illustrated in colour) as the Jornal do Commercio, the Guinle House, the Docas de Santos offices, Theodore Wille & Co.'s, two other great piles to the order of Messrs. Guinle, and many others. Right at the southern end of the Avenida they were commissioned to raise the small but graceful obelisk commemorating the building of the great avenue. All these designs, often to the order of Brazilian architects, combine solidity, utility and grace, and constitute a complete departure from the old Rio.

The head of this house, who now has sons in partnership with him, became a Commendatore of the Crown of Italy in 1896, and labours to-day as industriously as in the past forty years of his embellishment of Rio. Any catalogue of his "output" would be impossible here, for the firm counts over 5,000 buildings in and near Rio, ranging from the huge Fluminense Mill to workmen's dwellings, and including besides the great business structures, Government palaces, churches, warehouses, and I know not how many hundreds of villas, or, as the Cariocas call them, "palacetes." The huge Guinle Hotel, neither yet opened nor named, and the choice adjoining theatre are fine specimens of Commendatore Jannuzzi's work in the Rio Branco Avenue. He apparently delights to work in the rough Carioca granite in enormous blocks, and even when a commission insists on over-much decorative exterior, this true artist and his brothers and sons have always contrived to give grace and even severity to the whole.

There is, of course, ample scope in Rio for the modern architect and builder, but the right lines have been now indicated by daring Brazilian minds, and gradually the unsightly villas, yet too plentiful, will go. Apart from architecture pure and simple and quite modern, the visitor,

however, will be delighted with the appearance of certain streets in the fashionable quarters, notably the streets Paysandú, Lorangeiras, São Clemente, Voluntarios da Patria and Guanabara, where inviting gardens abound, making the work of the architect a secondary consideration.

CHAPTER X.

THE SUGAR-LOAF AERIAL ROPEWAY.

DEVOTEDLY wedded to progress, the Cariocas obtained in January, 1912, a South American novelty that must appeal powerfully to every visitor. I shall describe it here in some detail—although not new to Europe—for the benefit of nervous people who wish to die as late as possible, and in their beds, and yet to see one of the unique sights of Rio. The old story of the Sugar Loaf, the gaunt 1,383-foot sentinel of Rio Bay, having been scaled only by a British midgy who hoisted the Union Jack, and by a Chicago girl who put the Stars and Stripes in its place, has been relegated to limbo by this Aerial Ropeway, which now plants you safely, as an American would say, “right on top.” There is absolutely no more danger in this easy trip, and much less discomfort, than in a train. The financial pluck which undertook to apply the system to the ascent of the Sugar Loaf is, I believe, due to Dr. Augusto Ramos, an eminent Brazilian engineer and financial genius, and president of the company.

To get to the terminal station the visitor can go by automobile, completing the ascent and returning within 90 minutes; or by tram within two hours—to Praia Vermelha, by the Beira Mar Avenue, from the centre of the city. Magnificent views of the bay, the city and the ocean will reward the traveller. On the top of the first hill, Morro da Urca, is a restaurant, and on the top of the Sugar Loaf a buffet.

The technical details which now follow have been supplied

to me by the company, and have been rigorously tested by Government engineers. There are two sections of the aerial ropeway ; the first, starting from a platform on-*terra firma* to Urca Mount, is 600 metres long to a height of 230 metres ; the second, from the Urca to the Sugar Loaf summit, is 800 metres long to a height of 400 metres. Each section is composed of a line of two parallel ropes, held at one end to the upper part of the section, and at the other end to the lower extremity, by means of powerful counter-weights of 30 tons on each rope so as to preserve always the same degree of tension. Over each of these double lines run eight steel wheels forming a truck, on which hangs a passenger car, which by these means is suspended underneath the two ropes. Two other ropes are attached to the car, and, receiving from a powerful motor an up or down movement, hold the passenger car which, suspended, travels on the two fixed cables up or down. The passage to the top of the first section takes four minutes, and that to the Sugar Loaf a further six minutes.

The seating accommodation of the cars is for 20 passengers ; as the counter-weight of each cable is 30 tons, the fixed cables offer a resistance of 150 tons each. However, as each section has two fixed cables, the total resistance amounts to 300 tons. Subtracting from this the 60 tons of the two counter-weights, we get the formidable margin of 240 tons as security for passengers.

In the construction of the Urca and Pão de Assucar stations some 4,000 tons of material for these heights were transported, entailing incessant labour under great difficulties day and night. The stations are built of concrete and steel, and bedded in the massive rock into which they sink, in several places, more than eight metres deep. The working of the aerial rope or cableway offers the greatest security,



The Aerial Ropeway Car descending from the Sugar Loaf Mount; showing Botadero Bay on the right, and the Atlantic on the left.

Estacion de Sã, the Founder of the City, landed on the immediate left



The Aerial Ropeway Car reaching the Summit of the Sugar Loaf.

even exceeding that of any other mode of transport. The cables have a greater resistance than any rails or railroads; derailments are impossible; there can be no such thing as a collision. The carrying cables, each of which has a resistance ten times superior to its cargo, are, as we have said, duplicated, so that in case of one of them breaking, a really impossible event, the other takes its place automatically, and the car proceeds on its journey without interruption. The machinery is elaborately perfect. If from any motive a resistance superior to 6,000 kilogrammes should arise, the engines are compelled to stop automatically by means of a special brake. If, owing to any error on the part of the engine-man, the car threatens to be carried beyond its point of arrival, automatically another brake intervenes, and the car is prevented from proceeding, allowing the passengers to alight without even being aware that an error has occurred. There are also in the machinery stations other reserve brakes, which work either automatically or by hand. In the passenger car itself are two brakes, one to be manipulated by the conductor inside the car, the other brought into action automatically by centrifugal force, obtained from the actual velocity of the car. Thus this velocity, which is 2m.50 per second, cannot acquire any considerable increase.

The project of this aerial road, as well as the necessary studies for this interesting mode of transport, are, as I have said, the work of the engineer, Dr. Augusto Ramos. The machinery and other metal-work were supplied by the great German house of A. G. Pohlig, of Cologne, and were installed under the superintendence of their engineer, Herr F. Emmel. All the machinery used was ordered through the import house of Messrs. Hinden & Company, of Rio de Janeiro.

From personal experience at the time of the inauguration of the Sugar-Loaf Aerial Ropeway, I can testify to the easiness

of the ascent and descent, and the apparently motionless action of the cars. The window bases are built high so that the most "nervey" passenger need not look below. But this "sheer below you" view is the sensation of each section. The view from Urca is fine. That from the Sugar Loaf needs no description but the one word "grandiose," whether by day or night.

CHAPTER XI.

FINANCE, COMMERCE AND CUSTOMS.

I ATTEMPT nothing more in this chapter than to link together a few facts and figures which will assist the enquirer into Brazilian affairs to some knowledge of the financial and commercial situation. During my two years' residence the Federal Minister for Finance was the hard-working and obliging Minas Geraes statesman, Dr. Francisco Salles—"Chico Salles," as he was familiarly called by his many friends. Dr. Salles resigned early in 1912 in view of the law which compels Federal Ministers to vacate office a full year before the nomination of a new President of the Republic if they are willing to be themselves candidates. Dr. Rivadavia Corrêa, the resolute and able Minister of Justice and Internal Affairs, then became Minister for Finance. Of the Ministry of Finance, of the National Treasury, and of Government Departments generally in Rio de Janeiro, one hears complaints of delay in settling accounts and paying out monies, but I really doubt if such delay is greater than in the highly organised State administrations in London, or, let me say, St. Petersburg. For my own part, in the course of several transactions I have experienced rapid service in the Ministries and the Tribunal de Contas, this latter, like the Caixa de Conversão, the Caixa de Amortização (illustrated here) and the Customs, depending on the Ministry of Finance.

If the wealth of a country, as is often affirmed of an individual, may be gauged by its indebtedness, then Brazil is wealthy. In other words, Brazil is a fabulously rich country and has obtained huge credit in advance of its development. The facility with which this credit was obtained under the

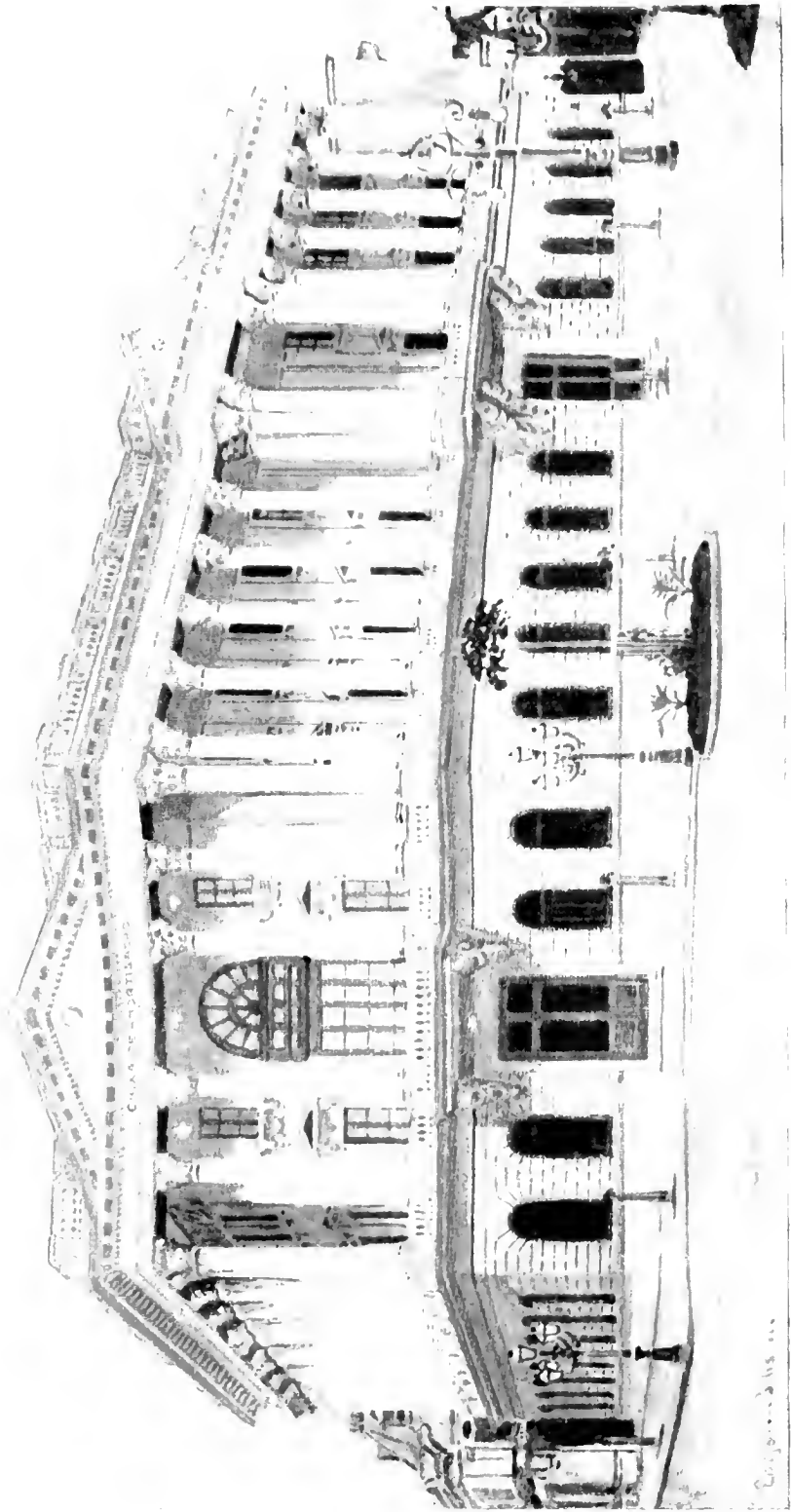
Republic led naturally to extravagant anticipations of more credit ; and, not to trace the history of Brazilian finance, Marshal Hermes da Fonseca, on the advice of Dr. Francisco Salles, called a halt in his Message to Congress on May 3, 1913. "The financial situation of the country," said the President, "calls for the especial attention and the greatest prudence of the public authorities." Referring with satisfaction to the continued increase in the public revenues, the President added : "This notable expansion of our revenue was not sufficient to put order into the financial situation, because the increasing progress of expenditure exceeded the increase in revenue."

In December, 1912, the total external debt was £81,477,520 and 299,032,000 francs, or £1,425,600 and 968,000 francs less than in 1911. The internal Federal debt at the end of March, 1913, amounted to 692,339,600\$000 (about £46,000,000). Thus we have a total Federal debt of about £139,000,000.* To this must be added the various Statal and municipal debts, the first of which I may tabulate as an index to the present wealth or poverty of the various States.

STATE DEBTS : EXTERNAL, INTERNAL AND FLOATING.
In Contos of Reis.

| — | External. | Internal and Floating. |
|--------------------------|-----------|------------------------|
| Alagoas | 7,500 | — |
| Amazonas | 50,400 | 38,103 |
| Bahia | 43,120 | 22,310 |
| Ceará | 9,000 | 90 |
| Espirito Santo | 13,470 | 5,749 |
| Goyaz | — | 633 |
| Maranhão | 12,000 | 4,866 |

* Fifteen contos of reis (written Rs.15:000\$000) = £1,000.



Casa de Amortização (Av. Rio Branco).



H.E. Dr. Rivadavia Corrêa.
Minister of Finance.

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STATE DEBTS—*continued.*

| — | External. | Internal and Floating. |
|---------------------------|-----------|------------------------|
| Matto Grosso | — | 3,076 |
| Minas Geraes | — | 57,711 |
| Pará | 33,830 | 1,851 |
| Parahyba | — | 295 |
| Paraná | 12,000 | 953 |
| Pernambuco | 37,500 | 23,239 |
| Piahy | — | 357 |
| Rio de Janeiro | — | 32,570 |
| Rio Grande do Norte . . | 5,250 | 242 |
| Rio Grande do Sul . . . | — | 8,505 |
| Santa Catharina | 3,767 | 2,214 |
| São Paulo | 388,828 | 53,816 |
| Sergipe | — | 1,282 |
| Federal District (Rio). . | 94,809 | — |

Equivalent to a total of about £67,290,000. To this must be added some 25 municipalities with obligations amounting to £10,300,000. We thus obtain a total Federal, Statal and municipal indebtedness of about £216,500,000, which, at 6 per cent., would entail an annual interest of nearly £13,000,000. Brazil's indebtedness, by these figures, is about one-fifth of the total national and municipal debt of the United Kingdom; her population is less than half, but her territory is twenty-five times as large. It is to be supposed that with prudent statesmanship she can carry this heavy load, for her progress as a producer, even if we except the critical condition of Brazilian rubber, seems assured and continuous, with, I think, an ever increasing momentum.

The Federal Revenues for 1911 and 1912 were as follows :—

| | Gold.* | Paper. |
|--------------|------------------|------------------|
| 1911 | 122,903:980\$660 | 353,419:357\$980 |
| 1912 | 137,096:030\$791 | 381,694:263\$364 |

Increase of 14,192:050\$131 and 28,274:905\$384

* In Brazilian money the pound sterling is worth 15\$000 reis paper, or 8\$889 reis gold.

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These figures, however, are exclusive of deposits and the accounts have not yet been adjusted ; the last Presidential Message gives the following table of ordinary and extraordinary receipts and expenditure for the year 1911.

| | Gold. | Paper. |
|---------------|-------------------|--------------------------|
| Receipts . | 166,646:041 \$048 | 431,341:674 \$438 |
| Expenditure . | 101,023:994 \$029 | 518,683:374 \$682 |
| Surplus . | 65,622:047 \$019 | Deficit 87,341:700 \$244 |

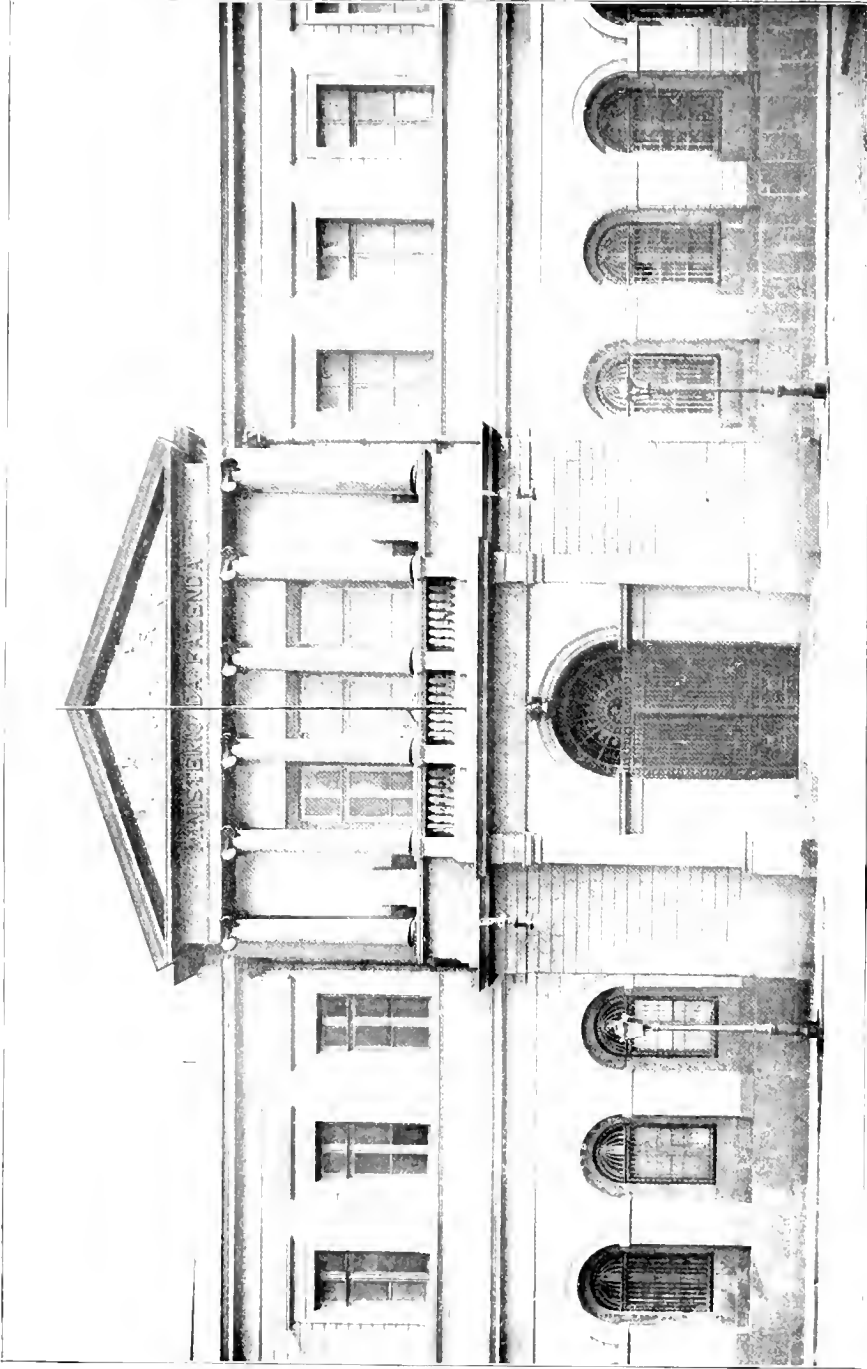
The exports and imports for 1912 reached the respectable figure of £138,073,780. The subjoined table shows steady progress.

TOTAL IMPORT AND EXPORT VALUES.

| | Milreis (Paper). | £ |
|------------|---------------------|-------------|
| 1912 . . . | 2,071,106:738 \$000 | 138,073,780 |
| 1911 . . . | 1,797,641:182 \$000 | 119,660,593 |
| 1910 . . . | 1,653,276:592 \$000 | 110,963,521 |
| 1909 . . . | 1,609,466:197 \$000 | 100,863,794 |
| 1908 . . . | 1,273,062:247 \$000 | 79,646,690 |

Thus 1912 showed an increase upon 1911 of £18,413,187. The total exports in 1912 amounted to £74,649,143, being an excess of £7,810,251 over those of 1911. The imports attained £63,424,637, being £10,602,396 in excess of 1911. During the last quinquennial, exports have exceeded imports by an annual average of £14,000,000. These figures show a healthy trade, but are really insignificant beside the possible and probable opportunities of this vast Republic.

The chief contributors to the export values were coffee £46,558,079 (12,080,303 sacks); rubber £16,095,025 (42,286,089 kilos); herva-matte (the non-tannin native tea) £2,102,568; hides £2,011,820; tobacco £1,434,371; cotton £1,037,395; skins £758,167; cocoa £1,531,073; and sugar £56,052. All of the above register an increase



A Portion of the Ministry of Finance.

over 1911, except a drop of £110,308 in cocoa, and a remarkable fall of £532,607 in sugar. The Presidential Message of 1913 attributes the great increase of the 1912 import values over those of 1911 largely to higher prices prevailing in foreign countries. The balance of imports and exports of bullion and money for the last quinquennial shows an annual average in favour of Brazil of £5,000,000. The Message deplors the continuing dependence on conjectural calculations for internal trade, due to the absence of proper statistics; and doubtless many years must elapse before this extensive inter-State trade can be correctly gauged.

The State obtained in 1912 revenue from imposts on articles of consumption to the amount of 59,870:407\$359 (about £3,900,000). There exist in the Republic 11,335 manufacturing establishments subject to these taxes; they are:—2,118 tobacco factories, 1,544 liquor manufactories, 30 match factories, 4,542 boot and shoe factories, 11 candle factories, and 272 perfumery, 623 pharmaceutical specialities, 319 vinegar, 291 preserve, 7 playing card, 534 hat, 20 walking-stick, 190 textile, and 834 salt factories. Besides these, there were registered 2,964 wholesale and 241,733 retail establishments, and 4,951 travelling merchants. Writing “without the book,” these figures suggest to me Australia, with the happy idea that Brazil is at least three weeks nearer to Europe, and contains timber and mineral riches unimaginable in our great Commonwealth. It should be remarked that the foregoing list of taxed, or exciseable, local manufactures implies foreign competition. Of Brazil’s indigenous wealth I shall deal more fully in the chapter on the Ministry of Agriculture, Industry and Commerce, but it is matter of common knowledge that the Republic presents to the outside world a record weight of import, export and inter-State imposts. A great effort is being made to-day to revert to a more open

Customs House, and the merest tyro may humbly suggest that a graduated income-tax should be imposed to counter-balance any loss of Customs revenue.

To assist in making this scrap-book of some professional interest to the general merchant, I may now tabulate, according to the latest figures in my possession, (1) the exports of produce and manufactures of the United Kingdom to Brazil in 1911 and 1912; (2) those of the United States of America for the ten months ending in April, 1912 and 1913; (3) the United Kingdom's imports of Brazilian produce in 1911 and 1912; and (4) the U.S.A. imports for the ten months ending in April, 1912 and 1913. A study of these tables will show what heavy purchasers of rubber are the U.K. and the U.S.A.; the big American demand for Brazilian coffee; and the United Kingdom's general supremacy as an exporter to Brazil.

EXPORTS OF PRODUCE AND MANUFACTURES OF THE UNITED KINGDOM TO BRAZIL.

For the Years 1911 and 1912.

| Articles. | 1911. | | 1912. | |
|---|-------------|---------|-------------|---------|
| | Quantities. | Values. | Quantities. | Values. |
| | | £ | | £ |
| Apparel waterproofed by any process . . . | — | 17,431 | — | 19,258 |
| Not waterproofed, unenumerated . . . | — | 78,086 | — | 104,949 |
| Arms, ammunitions and military and naval stores :— | | | | |
| High explosives; Dynamite and other high explosives . cwts. | 4,268 | 26,624 | 16,194 | 78,003 |
| Beer and ale . barrels | 5,309 | 16,385 | 6,045 | 18,931 |

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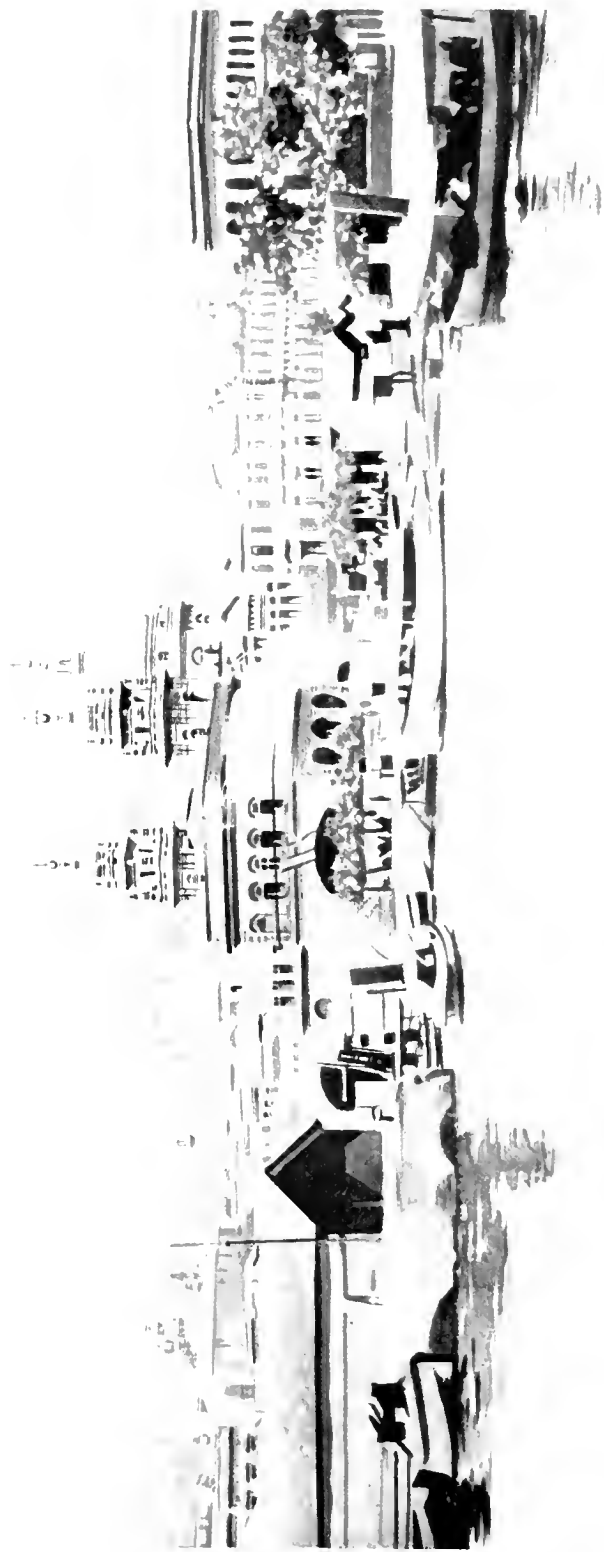
EXPORTS OF PRODUCE AND MANUFACTURES—*continued.*

| Articles. | 1911. | | 1912. | |
|--|-------------|-----------|-------------|-----------|
| | Quantities. | Values. | Quantities. | Values. |
| | | £ | | £ |
| Carriages : railway carriages for passengers and parts thereof . . . | — | 59,551 | — | 107,246 |
| Railway waggons, trucks, etc. (not of iron), and parts thereof, for bal- last, minerals or mer- chandise | — | 156,231 | — | 107,794 |
| Cement for building and engineering purposes tons | 83,531 | 122,008 | 83,580 | 130,112 |
| Chinaware cwts. | 96,522 | 138,807 | 90,427 | 129,237 |
| Coal, coke, etc. :— | | | | |
| Coal, large } tons | 1,468,742 | 1,141,583 | 1,435,571 | 1,188,067 |
| „ steam } „ | 86,583 | 56,655 | 78,898 | 56,209 |
| „ gas „ | 207,528 | 150,023 | 209,717 | 170,331 |
| Manufactured fuel „ | | | | |
| Cotton, yarn :— | | | | |
| Cotton grey lbs. | 1,080,900 | 77,186 | 1,252,200 | 71,648 |
| Bleached and dyed „ | 315,100 | 21,447 | 406,400 | 25,574 |
| Manufactures (total of cotton piece goods) yards | 160,068,100 | 2,465,060 | 127,017,800 | 2,013,021 |
| Manufactures, lace and patent net and articles thereof (except em- broidery) | — | 117,268 | — | 139,068 |
| Thread for sewing lbs. | 2,131,200 | 388,301 | 2,136,700 | 390,282 |
| Unenumerated | — | 111,147 | — | 96,555 |
| Cutlery cwts. | 4,821 | 59,701 | 5,061 | 67,698 |
| Electrical goods and appa- ratus | — | 205,383 | — | 167,724 |
| Codfish, salted cwts. | 40,848 | 62,965 | 40,142 | 59,321 |
| Hardware :— | | | | |
| Hollow-ware, wrought, enamelled cwts. | 611 | 1,835 | 1,289 | 3,522 |
| Not enamelled „ | 23,012 | 39,268 | 22,918 | 38,069 |

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EXPORTS OF PRODUCE AND MANUFACTURES—*continued.*

| Articles. | 1911. | | 1912. | |
|--|-------------|-----------|-------------|-----------|
| | Quantities. | Values. | Quantities. | Values. |
| | | £ | | £ |
| Hardware— <i>continued.</i> | | | | |
| Cast, enamelled . cwts. | 7,046 | 17,452 | 7,920 | 18,884 |
| Not enamelled . „ | 11,812 | 11,967 | 10,076 | 10,389 |
| Of tinplate . „ | 20,775 | 65,123 | 25,526 | 83,207 |
| Other than hollow- ware . . . „ | 9,474 | 53,771 | 10,499 | 56,721 |
| Hatters' wares . . . | — | 13,808 | — | 18,167 |
| Implements and tools and parts thereof, except machine tools : Agri- cultural | — | 144,731 | — | 167,976 |
| Unenumerated . . . | — | 101,303 | — | 134,767 |
| Jute : Yarn . . . lbs. | 22,024,000 | 342,346 | 22,640,600 | 397,502 |
| Leather, tanned, tawed or dressed . . . cwts. | 1,081 | 40,423 | 1,068 | 30,550 |
| Linen : Yarn . . . lbs. | 642,300 | 36,653 | 726,300 | 36,636 |
| Manufactured yards | 5,938,900 | 223,676 | 3,717,200 | 160,169 |
| Machinery and parts thereof tons | 29,710 | 1,261,627 | 34,855 | 1,434,393 |
| Machinery Belting : | | | | |
| Leather . . . cwts. | 2,553 | 36,612 | 2,927 | 38,889 |
| Woven hair or cot- ton „ | 1,336 | 18,006 | 1,353 | 17,666 |
| Other sorts . . . „ | 954 | 12,741 | 937 | 13,029 |
| Meat, salted : bacon and hams . . . cwts. | 10,842 | 66,632 | 13,802 | 82,199 |
| Metals and ores and manu- factures thereof :— | | | | |
| Brass tons | 371 | 46,143 | 397 | 53,593 |
| Wrought or manufac- tured, mixed of yellow metal tons | 300 | 18,884 | 292 | 21,956 |
| Other kinds . . . „ | 973 | 78,426 | 1,104 | 105,252 |
| Pig iron . . . „ | 10,502 | 30,904 | 11,638 | 38,579 |
| Iron wrought in bars, rods, angles and chaps and sections . . tons | 5,871 | 48,211 | 6,392 | 58,050 |



A Corner of the Rio Customs Wharf.

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EXPORTS OF PRODUCE AND MANUFACTURES—*continued.*

| Articles. | 1911. | | 1912. | |
|--|-------------|---------|-------------|---------|
| | Quantities. | Values. | Quantities. | Values. |
| | | £ | | £ |
| Metals, etc.— <i>continued.</i> | | | | |
| Cast iron and manufactures thereof, unenumerated . . . tons | 1,481 | 21,335 | 1,932 | 23,864 |
| Wrought iron and manufactures thereof, unenumerated . . . | 3,411 | 59,073 | 3,496 | 59,689 |
| Iron rails: new perfect rails for use on steam or electric railways and conductor rails for electric traction . tons | 18,587 | 112,095 | 9,878 | 66,790 |
| Railroad, enumerated „ | 2,455 | 24,071 | 2,443 | 32,674 |
| Wire (including telegraph and telephone wire) . . . tons | 3,304 | 45,984 | 1,216 | 19,006 |
| Galvanised sheets . „ | 11,904 | 160,780 | 20,184 | 279,785 |
| Tinned plates and tinned sheets . . . tons | 12,948 | 188,260 | 9,721 | 143,818 |
| Tubes, pipes and fittings, wrought . . . tons | 8,500 | 120,567 | 11,862 | 186,746 |
| Pipes and fittings, cast „ | 7,388 | 44,548 | 26,955 | 149,629 |
| Railway wheels and axles (complete) . tons | 1,830 | 37,289 | 1,342 | 28,203 |
| Tyres and axles . „ | 535 | 10,655 | 972 | 20,054 |
| Steel in bars, angles, rods and chaps or sections . . . tons | 2,917 | 40,821 | 4,606 | 68,726 |
| Tin . . . „ | 171 | 33,120 | 236 | 50,270 |
| Other sorts . . . „ | 265 | 32,193 | 285 | 31,138 |
| Oils: linseed oil, pure „ | 3,185 | 137,297 | 3,921 | 150,467 |
| Seed oils (unrefined or refined) . . . tons | 3,606 | 154,192 | 4,443 | 168,787 |
| Painters' colours and materials unenumerated | | | | |
| cwts. | 61,010 | 99,329 | 66,875 | 112,819 |
| Papers (and articles of) „ | 14,980 | 30,681 | 14,031 | 26,470 |

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EXPORTS OF PRODUCE AND MANUFACTURES—*continued.*

| Articles. | 1911. | | 1912. | |
|--|-------------|-------------|-------------|-------------|
| | Quantities. | Values. | Quantities. | Values. |
| Rubber manufactures cwts. | — | £ 55,826 | — | £ 44,846 |
| Ships and boats, new:— | | | | |
| War vessels | | | | |
| gross tonnage | — | — | — | — |
| Iron or steel, hull and fittings . gross tonnage | 8,633 | 219,363 | 21,519 | 352,192 |
| Machinery | — | 99,312 | — | 157,356 |
| Boats of iron or steel | | | | |
| gross tonnage | 4,671 | 40,528 | 4,831 | 41,994 |
| Soap cwts. | 30,655 | 36,044 | 35,517 | 39,648 |
| Spirits, British and Irish | | | | |
| proof gallons | 62,875 | 31,512 | 77,186 | 37,889 |
| Stationery (other than paper) | — | 36,361 | — | 32,934 |
| Woollen and worsted yarn:— | | | | |
| Woollen carded . lbs. | 460,100 | 21,911 | 856,000 | 42,757 |
| Tissues yards | 974,300 | 123,648 | 1,019,600 | 135,710 |

EXPORTATIONS OF AMERICAN MERCHANDISE TO BRAZIL.

| Designation of Merchandise. | Ten Months ending April | | | |
|--|-------------------------|-----------|-------------|-----------|
| | 1912. | | 1913. | |
| | Quantities. | Values. | Quantities. | Values. |
| | | Dollars. | | Dollars. |
| Agricultural implements and parts of | — | 250,151 | — | 253,469 |
| Wheat flour bbls. | 503,907 | 2,625,349 | 496,069 | 2,632,908 |
| Clocks and watches and parts of | — | 100,276 | — | 93,577 |
| Cotton and manufactures of cloth yards | 1,106,678 | 101,735 | 1,011,050 | 105,382 |

FINANCE, COMMERCE AND CUSTOMS 115

EXPORTATIONS OF AMERICAN MERCHANDISE TO BRAZIL—*continued.*

| Designation of Merchandise. | Ten Months ending April | | | |
|--|-------------------------|-----------|-------------|-----------|
| | 1912. | | 1913. | |
| | Quantities. | Values. | Quantities. | Values. |
| | | Dollars. | | Dollars. |
| Machinery, machines and parts of:— | | | | |
| Engines, steam-locomotives No. | 71 | 881,434 | 188 | 2,076,480 |
| Sewing machines | — | 847,957 | — | 1,519,510 |
| Iron and steel, manufactures of:— | | | | |
| Typewriting machines | — | 248,470 | — | 304,411 |
| Rails for railways of steel tons | 26,984 | 816,116 | 25,188 | 794,533 |
| Tin plates, Terneplate, and Taggers tin lbs. | 3,839,886 | 134,707 | 5,249,622 | 189,425 |
| Wire „ | 25,916,941 | 644,736 | 30,124,142 | 723,831 |
| Leather and tanned skins:— | | | | |
| Upper glazed kid sq. ft. | 1,358,025 | 312,194 | 1,964,188 | 411,197 |
| Boots and shoes pairs | 65,184 | 189,751 | 133,563 | 404,976 |
| Meat and dairy products:— | | | | |
| Meat products. Hog products. Bacon lbs. | 787,074 | 99,692 | 847,793 | 124,273 |
| Lard „ | 559,335 | 59,902 | 526,455 | 70,103 |
| Naval store:— | | | | |
| Rosin bbls. | 145,000 | 950,569 | 154,935 | 1,043,308 |
| Turpentine, spirits of, galls. | 271,049 | 154,724 | 317,047 | 157,179 |
| Oils:— | | | | |
| Refined or manufactured gasoline galls. | — | — | 4,639,987 | 799,398 |
| Illuminating oil „ | 28,935,240 | 2,445,870 | 26,963,981 | 2,380,061 |
| Lubricating and heavy paraffin oil galls. | 1,778,843 | 398,514 | 2,771,580 | 586,816 |
| Vegetable—Expressed or fixed cotton seed lbs. | 2,155,041 | 137,394 | 3,073,811 | 213,152 |
| Paper and manufactures of:— | | | | |
| Books, music, maps, engravings, etchings, photographs and other printed matter | — | 138,959 | — | 226,951 |

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EXPORTATION OF AMERICAN MERCHANDISE TO BRAZIL—*continued.*

| Designation of Merchandise. | Ten Months ending April | | | |
|--|-------------------------|----------|-------------|-----------|
| | 1912. | | 1913. | |
| | Quantities. | Values. | Quantities. | Values. |
| Photographic goods :— | | Dollars. | | Dollars. |
| Motion-picture films, lin. ft. | 618,192 | 50,753 | 310,345 | 26,076 |
| Wood and manufactures of :— | | | | |
| Lumbers, boards, planks, deals, joints and scantlings . . . m. ft. | 45,706 | 940,458 | 55,819 | 1,232,436 |
| Furniture | — | 116,887 | — | 96,751 |

IMPORTS OF ARTICLES OF BRAZILIAN MERCHANDISE INTO THE UNITED KINGDOM.

For the years 1911 and 1912.

| Articles. | 1911. | | 1912. | |
|--|-------------|---------|-------------|---------|
| | Quantities. | Values. | Quantities. | Values. |
| <i>Merchandise Free of Duty.</i> | | £ | | £ |
| Bones tons | 6,840 | 48,653 | 4,995 | 33,539 |
| Bran and pollard (I. A.) . cwts. | 90,270 | 21,773 | 27,000 | 7,574 |
| Sharps and middlings (I. A.) ,, | 44,570 | 11,460 | 15,010 | 4,427 |
| Cotton, raw cwts. | 256,472 | 902,240 | 258,396 | 848,623 |
| Drugs | — | 17,353 | — | 14,002 |
| Feathers and downs, ornamental lbs. | 1,346 | 1,271 | 577 | 401 |
| Nuts cwts. | 26,937 | 67,217 | 93,722 | 162,763 |
| Gum ,, | 110 | 231 | 49 | 137 |
| Hair (horse) ,, | 313 | 1,835 | 188 | 1,919 |
| Hides (dry) ,, | 13,645 | 58,604 | 6,929 | 34,041 |
| (wet) ,, | 44 | 120 | — | — |
| Horns tons | 108 | 3,901 | 90 | 2,986 |
| Isinglass cwts. | 1,146 | 12,855 | 1,402 | 19,841 |
| Manures (bones for) . . . tons | 471 | 2,509 | 416 | 2,235 |
| Metal and ores, old (fit only to be remanufactured) . tons | 32 | 1,321 | 113 | 6,773 |



South Suburban Rio de Janeiro—Iponeima.

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IMPORTS OF ARTICLES OF BRAZILIAN MERCHANDISE—*continued.*

| Articles. | 1911. | | 1912. | |
|--|-------------|--------------|-------------|-------------|
| | Quantities. | Values. | Quantities. | Values. |
| Manganese ore . . . tons. | 71,289 | £ 139,669 | 28,111 | £ 52,214 |
| Mica cwts. | — | — | 32 | 162 |
| Oils (fish, viz. train, blubber, sperm, etc.) . . . tuns | 854 | 16,138 | 48 | 800 |
| Piassava fibre and other fibres for brush-making . . . tons | 1,031 | 40,917 | 1,208 | 43,365 |
| Precious stones : Diamonds | | | | |
| carats | 2,881 | 23,490 | 3,683 | 30,581 |
| Unenumerated . . . „ | — | 10,543 | — | 299 |
| Rubber cwts. | 315,036 | 7,935,650 | 303,489 | 6,791,666 |
| Seeds : Castor . . . „ | 8,191 | 4,882 | 1,010 | 538 |
| Cotton tons | 35,826 | 227,794 | 30,531 | 206,907 |
| Unenumerated . . . quarters | — | — | — | — |
| Skins and furs :— | | | | |
| Goat number | 89,998 | 14,361 | 50,461 | 5,798 |
| Sheep (woolled) . . . lbs. | 69,218 | 2,272 | — | — |
| Wax (including ozokerit and earth-wax, but not paraffin wax) cwts. | 9,494 | 70,902 | 8,616 | 58,841 |
| Wood and timber tons | 294 | 2,630 | 1,070 | 9,516 |
| <i>Subject to Duty.</i> | | | | |
| Cocoa, raw lbs. | 9,199,212 | 227,612 | 10,974,324 | 286,850 |
| Cocoa butter „ | 18,258 | 1,300 | 10,741 | 631 |
| Coffee, raw cwts. | 285,827 | 808,989 | 149,655 | 499,643 |
| Sugar, unrefined cane and other sorts cwts. | 293,264 | 137,612 | 238,885 | 159,129 |
| Molasses containing less than 70 per cent. and more than 50 per cent. of sweetening matter cwts. | — | — | 829 | 150 |
| Tobacco :— | | | | |
| Cigars lbs. | 520 | 276 | 913 | 511 |
| Cavendish or negrohead „ | — | — | 41,013 | 1,115 |
| Cigarettes „ | 1,595 | 508 | 2,169 | 697 |
| Unmanufactured, stripped or stemmed lbs. | — | — | 10,662 | 260 |
| Unstripped or unstemmed „ | 21,044 | 826 | 7,315 | 163 |

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IMPORTATIONS OF BRAZILIAN MERCHANDISE INTO THE UNITED STATES.

| — | Ten Months ending April | | | |
|----------------------|-------------------------|------------|-------------|------------|
| | 1912. | | 1913. | |
| | Quantities. | Values. | Quantities. | Values. |
| | | Dollars. | | Dollars. |
| Cocoa crude . . lbs. | 15,143,064 | 1,589,856 | 14,353,160 | 1,642,623 |
| Coffee | 563,413,565 | 74,157,572 | 601,106,236 | 83,580,952 |
| Cattle } Hides and { | 413,252 | 73,635 | 1,558,373 | 372,515 |
| Goats } Skins { | 2,740,046 | 1,562,927 | 2,488,211 | 1,272,297 |
| Sheep } { | 833,161 | 260,120 | 735,621 | 238,620 |
| India-rubber crude | 39,714,718 | 27,030,501 | 37,804,792 | 23,331,900 |

Brazil's nine principal exports, coffee, rubber, hides, matte, tobacco, cocoa, cotton, furs and sugar, during the first five months of 1913, attained a value of £24,382,912, or £1,206,120 less than during the first five months of 1912. Coffee, rubber, cocoa and furs, were responsible for this decrease.

A general view of Brazil's economic relations with the outside world may be had from the following tables, showing percentages of exports and imports for the year 1910:—

| BRAZILIAN IMPORTS. | | BRAZILIAN EXPORTS. | |
|-------------------------|-----------|-------------------------|-----------|
| Country of Origin. | Per cent. | Country of Destination. | Per cent. |
| U.K. | 28·47 | U.S.A. | 36·231 |
| Germany | 15·91 | British Empire | 24·643 |
| U.S.A. | 12·84 | Germany | 11·835 |
| France | 9·45 | France and Possessions | 8·716 |
| Argentina | 8·55 | Holland | 5·139 |
| Portugal | 5·56 | Argentina | 3·008 |
| Belgium | 4·52 | Austria-Hungary | 3·776 |
| Italy | 3·18 | Belgium | 1·846 |
| Uruguay | 2·59 | Uruguay | 1·807 |
| Other Countries | 8·93 | Other Countries | 2·999 |

The predominance of the first four countries in the economic life of Brazil stands out clearly, and is reflected in multifarious ways outside of commerce. Italy, Spain and Portugal predominate in the way of immigration, and



The British Bank of South America, Limited

Argentina in the political field, as being "the jealous neighbour and rival."

It is difficult to assess the amount of foreign capital invested in Brazil, but we shall not be far wrong if we place it at £400,000,000. Of this considerably over £150,000,000 is British, and perhaps an equal amount is French and Belgian. French investments are very large; indeed Paris has lately become more useful as a loan centre than London; but French money in Brazil, as elsewhere, so often enters under the auspices of British directorates that it is difficult to mark the dividing line.

The number of banks in Rio continues to increase. Besides the Banco do Brazil with an issued capital of £3,000,000, the Banco Nacional Brasileiro, the Banco do Commercio, the Banco da Provincia do Rio Grande do Sul, the Banco Hypothecario, and other Brazilian financial institutions, there are notably the three British banks, the British Bank of South America, quite a popular favourite for the small depositor, the London and Brazilian and the London and River Plate Banks, the Crédit Foncier, the Spanish Bank, the Brasilianische Bank für Deutschland, the Deutsche-Sudamerikanische, the Banque Française et Italienne pour l'Amérique du Sud, and the Union Financière Franco-Brésilienne. I append here the 1912 balance-sheet of the British Bank of South America, which has an authorised capital of £2,000,000, divided into £20 shares, a paid-up capital of £1,000,000, and a reserve fund of £1,100,000. The head offices are in Moorgate Street, London, E.C., and the Rio offices in Rua Primeiro de Marzo, where Mr. J. W. Applin is the manager. Other Brazilian branches are at São Paulo and Bahia. The year 1913, the fiftieth of the bank's existence, saw a special Jubilee bonus of £50,000, in 10s. per share, and a staff Jubilee bonus of £15,000.

THE BRITISH BANK OF
BALANCE SHEET,

| CAPITAL, LIABILITIES, &c. | | £ | s. | d. |
|---|------------|-------------|----|----|
| CAPITAL— | | | | |
| Authorised in 100,000 Shares of £20 each, with power to increase | £2,000,000 | 0 | 0 | |
| Paid up £10 share | 1,000,000 | 0 | 0 | |
| RESERVE FUND— | | | | |
| As per Balance Sheet of 31st December, 1911 | 850,000 | 0 | 0 | |
| Add Premium on New Shares | 250,000 | 0 | 0 | |
| | | 1,100,000 | 0 | 0 |
| PENSION AND BENEVOLENT FUND— | | | | |
| As per Balance Sheet of 31st December, 1911 | 68,664 | 3 | 1 | |
| Add Amount now credited and interest at 5 per cent., less sundry payments | 11,143 | 15 | 6 | |
| | | 79,807 | 18 | 7 |
| LIABILITIES, VIZ. :— | | | | |
| Amount due on Current and Deposit Accounts | 10,064,027 | 8 | 2 | |
| Bills Payable, including Acceptances of Bankers | 6,259,514 | 15 | 6 | |
| Other Accounts | 1,258,196 | 3 | 6 | |
| | | 17,581,738 | 7 | 2 |
| PROFIT AND LOSS ACCOUNT, as per statement below | | 243,785 | 9 | 8 |
| | | £20,005,331 | 15 | 5 |

| Dr. | Profit and Loss Account for the | | |
|---|---------------------------------|----|----|
| | £ | s. | d. |
| To General Charges at Head Office and the Branches, including Directors' Remuneration | 179,267 | 16 | 1 |
| „ Income Tax | 10,544 | 4 | 4 |
| „ Government Taxes in Brazil and the River Plate | 7,890 | 17 | 6 |
| „ Amount paid as Dividend on account for the Half-year ended 30th June, 1912 | 60,000 | 0 | 0 |
| „ Pension and Benevolent Fund—Amount added | 10,000 | 0 | 0 |
| „ Freehold and Leasehold Premises in London and South America, amount written off | 20,000 | 0 | 0 |
| „ Amount set apart for Special Jubilee Bonus to Staff | 15,000 | 0 | 0 |
| „ Balance carried down | 243,785 | 9 | 8 |
| | £546,488 | 7 | 7 |

LONDON, 6th March, 1913.

FINANCE, COMMERCE AND CUSTOMS 121

SOUTH AMERICA, LIMITED.

London, 31st December, 1912.

| | ASSETS. | £ | s. | d. |
|---|------------|-------------|----|----|
| Cash in hand, at Bankers and at call | | 3,621,009 | 8 | 0 |
| Bills Receivable in hand, and deposited with the Company's Bankers | £7,961,225 | 18 | 7 | |
| Other Accounts | 8,244,425 | 2 | 8 | |
| | 16,205,651 | | 1 | 3 |
| Freehold and Leasehold Premises in London and South America at cost, less amounts written off— | | | | |
| As per Balance Sheet of 31st Decem- ber, 1911 | 129,374 | 13 | 1 | |
| Amount since added | 69,296 | 13 | 1 | |
| | 198,671 | 6 | 2 | |
| Less Amount now written off | 20,000 | 0 | 0 | |
| | 178,671 | | 6 | 2 |
| | | £20,005,331 | 15 | 5 |

| <i>Year ended 31st December, 1912.</i> | Cr. | | |
|---|---------|----|----|
| | £ | s. | d. |
| By Balance from last Account | 80,437 | 4 | 5 |
| „ Gross Profits, after allowing for Rebate of Interest on Current Bills and Drafts, Interest on Deposits, and full provision for Bad and Doubtful Debts and Contingencies | 466,051 | 3 | 2 |

£546,488 7 7

As a matter of general interest to British and American manufacturers and exporters I may now give here a classified tariff of Customs duties, for which I am indebted to Mr. J. C. Oakenfull's admirable and exhaustive handbook, "Brazil in 1912." This tariff has been, or is about to be, considerably revised—I believe with a general downward tendency. To it, however, must be added other charges, such as a 2 per cent. port works tax, Consular fees, stamps, and other additions which in some cases bring the total duties to more than 100 per cent.

CUSTOMS TARIFF.

By Article 27, of Decree No. 2321 of December 30, 1910, the following articles are exempt from Customs duty :—

1. Machinery and materials for the installation of sugar mills.

2. Phosphates, nitrates, sulphates, and all other chemical manures, as well as formicides and weed killers. One copy each of scientific books, paintings, and a reasonable amount of jewellery and plate.

Material imported for the use of high schools and museums, or for State use or for free tuition of any kind. Works of propaganda dealing exclusively with Brazil.

Passengers' ordinary effects in use, and tools, and instruments necessary for the following of a trade or profession.

Coal, part of vessels, and for the maintenance of ships engaged in the coasting trade, and for railway engines, etc. Live stock under certain conditions, as well as seeds and plants of a useful kind.

The baggage of foreign diplomats and literary notabilities,

scientists and politicians, and high officials in the service of the Republic shall be admitted without any difficulty whatever.

Paying Two per cent. Duty.

Agricultural engines, rubber valves, wire and wire netting, metal tubes, furnace bars, belts and pulleys for transmitting power, rails and railings, spades, hoes and bills, metal barrels, and bottles imported by the proprietors of mineral springs.

Paying Five per cent. Duty.

Agricultural implements, and machinery for coffee, cocoa, tobacco, cotton, rice, barley, wheat, etc., and for textile factories and irrigation works. Dairy supplies, tin plates, wine barrels (empty), salt beef casks, and machinery for extract of beef and preserved meat factories and refrigerating purposes.

Material imported by States, municipalities, etc., for traction and public works of any kind.

Paying Ten per cent. Duty.

Materials for the installation of factories for preserving fish, vegetables and fruit, silk cocoons and material for silk mills, etc. Swarms of bees, and material for bee culture. Machinery for cement and galvanised iron works. Motors, furnaces, and lamps and stoves of every sort, and engines, etc., using alcohol as a combustible. Wild animals destined for collections and exhibitions.

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CLASSIFIED TARIFF.

| Description of Articles. | Rate. | Tax. |
|---|-----------|-------------------------|
| | per cent. | |
| Felt or beaver hats | 60 | 6\$400 |
| Brushes, mother of pearl or ivory backs or tortoiseshell | 50 | 36\$000 kilogramme |
| „ bone or wood for hair and clothes | — | 8\$000 dozen |
| „ shaving and hat | — | 6\$000 „ |
| „ tooth and nail | — | 2\$000 „ |
| „ metal cleaning | — | 2\$000 „ |
| „ scrubbing | — | 9\$000 „ |
| „ brooms and others | — | 4\$000 „ |
| „ for tarring | — | 6\$800 „ |
| „ painters' | — | 3\$200 kilogramme |
| „ artists' (fine) | — | 25\$000 „ |
| „ second | — | 12\$000 „ |
| „ house decoration | — | 5\$000 „ |
| Harness, one animal | 60 | from 40 to 240\$000 set |
| Boots and shoes, top | 60 | 20\$000 pair |
| „ half | 60 | 15\$000 |
| „ ordinary | — | 7\$000 |
| „ satin shoes | — | up to 14\$000 |
| „ ordinary children's, etc., also slippers | — | from 700 reis to 6\$000 |
| Pens (nibs), ordinary | 50 | 4\$000 kilogramme |
| „ gilt | 50 | 30\$000 „ |
| Hats or caps, any other kind | 60 | 4\$700 each |
| Belts, any kind | 60 | 10\$000 kilogramme |
| Ties, any kind | 60 | 6\$300 dozen |
| Gloves, kid | — | 27\$000 „ |
| „ ordinary | — | 10\$000 „ |
| Leggings, leather | 60 | 5\$000 pair |
| Saddles | — | 30 to 50\$000 each |
| Oil (animal) tins | 50 | \$300 kilogramme |
| „ machine (tins or flasks) | 50 | 1\$200 „ |
| Lard | 50 | \$300 „ |
| Meat, ox, sheep, pig | 30 | \$100 „ |
| „ game | 30 | \$500 „ |
| „ dried | 20 | \$200 „ |
| Wax, ordinary | 50 | \$700 „ |
| „ prepared | 50 | 1\$000 „ |

FINANCE, COMMERCE AND CUSTOMS 125

CLASSIFIED TARIFF—continued.

| Description of Articles. | Rate. | Tax. |
|---|-----------|---------------------|
| | per cent. | |
| Wax candles, etc. | 50 | 2 \$4.00 kilogramme |
| „ figures, etc. | 50 | 4 \$0.00 „ |
| Glue or gelatine | 50 | \$2.00 „ |
| Condensed milk | 60 | \$5.00 „ |
| Tongues, etc. | 30 to 50 | \$3.00 to 1 \$2.00 |
| Cheese | 50 | 1 \$2.00 kilogramme |
| Soap, unscented | 50 | \$4.00 „ |
| Tallow | 25 | \$1.00 „ |
| Sponges, fine | 50 | 20 \$0.00 „ |
| „ ordinary | 50 | 5 \$0.00 „ |
| Pearls | 2 | ad valorem |
| Buttons, bone or horn | 60 | 1 \$0.00 kilogramme |
| „ ivory, tortoiseshell, or mother of pearl | 60 | 12 \$0.00 „ |
| Combs, bone or horn | 50 | 6 \$0.00 „ |
| „ ivory | — | 28 \$0.00 „ |
| „ tortoiseshell | — | 60 \$0.00 „ |
| Barley, in grain or malted | 25 | \$0.40 „ |
| Infants' food | 50 | 2 \$0.00 „ |
| Tea | 50 | 3 \$0.00 „ |
| Tar | 15 | \$2.00 „ |
| Camphor | 25 | 1 \$0.00 „ |
| Brandy } Whisky } in casks | — | 1 \$5.00 „ |
| Rum } Ditto in other vessels | — | 1 \$3.00 „ |
| Gin | — | \$8.00 |
| Opium | 50 | 12 \$0.00 |
| Bitters, in barrels | — | \$5.00 |
| „ other vessels | — | \$3.00 |
| Wines, champagnes, etc. | — | 1 \$6.00 |
| Artificial essences | 30 | 6 \$3.00 |
| Blackening, liquid | 50 | \$2.50 |
| „ paste, etc. | — | \$8.00 |
| Indigo, aniline | 20 | 1 \$2.00 |
| Perfumes | 60 | 4 \$0.00 |
| Ink | 50 | \$6.00 |
| Varnishes | — | \$0.80 |
| Mineral waters, any kind | 60 | \$3.50 |

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CLASSIFIED TARIFF—*continued.*

| Description of Articles. | Rate. | Tax. |
|--|-----------|--------------------------------|
| | per cent. | |
| Acids | 25 | |
| Capsules, medicinal | 25 | 20 \$000 |
| Carbonates | 20 to 50 | |
| Chlorates and muriates | 50 | |
| Citrates | 40 | |
| Extracts, medicinal | 50 | |
| Nitrates | 50 | |
| Oxides | 15 to 50 | |
| Pepsine, paste | 50 | 15 \$000 |
| " powder, etc. | — | 5 \$000 |
| Phosphates and sulphates | 50 | |
| Sulphurets and tartrates | 25 to 50 | |
| Wines, medicinal | 50 | 3 \$000 |
| Timber | 50 | |
| Chests | 50 | |
| Billiards, ordinary and fine | 50 to 60 | 200 \$000, 500 \$000 each set |
| Chairs | 60 | |
| Beds and sofas | 50 to 60 | |
| Stockings, according to size | — | 3 \$200 to 6 \$800 dozen pairs |
| Underclothing, shirts | 80 | 8 \$000 dozen |
| " pants, etc. | 60 | |
| Shirts, starched | — | 8 \$000 kilogramme |
| Cuffs " | — | 5 \$000 dozen pairs |
| Collars " | — | 3 \$600 dozen |
| Photographs and prints | 50 | |
| Ditto for educational works | 15 | |
| Printed matter | 15 | manuscripts free |
| Paper | 50 | |
| Silk and fine linen | 60 | |
| Asbestos, marble, jasper | 20 | 150 reis a kilo |
| Cement, emery | — | coal free |
| Precious stones | 2 | ad valorem (gold free) |
| China and glass | 50 to 60 | |
| Gold jewellery | 15 | ad valorem (silver free) |
| Silver | 15 | |
| Copper, worked | 50 | |
| Lead, tin, and zinc | 30 to 60 | |
| " " in bars | 15 | |

FINANCE, COMMERCE AND CUSTOMS 127

CLASSIFIED TARIFF—*continued.*

| Description of Articles. | Rate. | Tax. |
|---|-----------|-----------------------|
| | per cent. | |
| Iron and steel | 30 to 60 | |
| Aluminium and antimony | 25 | |
| Arsenic and sulphur | 20 | |
| Mercury and phosphorus | 20 | |
| Nickel, potassium, sodium | 25 | |
| Other metalloids | 25 | ad valorem |
| Guns and rifles, steel barrel | 50 to 60 | 12 \$000 |
| " bronze " | 50 to 60 | 20 \$000 |
| Revolvers, powder | 60 | |
| Shot, lead | 80 | |
| Swords | 50 | |
| Penknives and razors, fine | 50 | 7 \$000 dozen |
| Scissors and table knives | 50 | |
| Watches, gold | 20 | 10 \$000 each |
| " repeaters | 20 | 30 \$000 " |
| Clocks | 50 | |
| Carriages | 30 to 60 | |
| Butter, pure | 50 | 1 \$500 kilogramme |
| " substitutes | 50 | 3 \$500 " |
| Eggs | — | free of duty |
| Guano | — | " " |
| Fish, etc., including shell fish | 20 to 50 | from \$060 to 1 \$200 |
| Cotton piece goods | 60 | |
| Panama hats | 60 | 6 \$300 each |
| Straw | — | 1 \$600 to 2 \$600 |
| Bed clothing, cotton, etc. | 60 | |
| Stockings, fine | 60 | |
| Furniture, not specified | 50 to 60 | |
| Umbrellas and sunshades, cotton or linen | — | 1 \$500 one |
| " " woollen | — | 3 \$000 " |
| " " silk | — | 7 \$000 " |
| " " lace edged | — | 14 \$000 " |
| Chocolate, fancy and plain | 50 | 3 \$000 kilogramme |
| Games and sealing wax | 50 | |
| Fans, masks, hooks | 50 | |
| Pneumatic tyres | 5 | ad valorem |
| Motor cars, commercial | 5 | " |
| " private | 7 | " |

128 THE BEAUTIFUL RIO DE JANEIRO

CLASSIFIED TARIFF—*continued.*

| Description of Articles. | Rate. | Tax. |
|-------------------------------------|-----------|------------------|
| | per cent. | |
| Instruments, scientific | 15 | |
| " " some exceptions | 50 | |
| " musical | 50 | |
| Balances | 50 | |
| Mills, large, motor force | 15 | |
| " coffee, wheat, etc. | 50 | \$700 kilogramme |
| Machinery | 15 | |
| Type, printing | 15 | |
| Bicycles | 25 | 50 \$000 one |
| " child's | 25 | 20 \$000 " |
| Rubber goods | 50 | |
| Pipes and whips | 50 | |
| Sauces | 50 | |
| Paraffin | 50 | |
| Skates | 50 | 3 \$500 pair |
| Tar and Pitch | — | 010 reis a kilo |
| Oars | — | 048 reis a metre |
| Canvas | — | 160 reis a kilo |
| Copper tubes | — | 100 reis " |
| Leaden pipes | — | 026 reis " |
| Galvanized sheets | — | 030 reis " |
| Rubberoid " | — | 030 reis " |
| Galvanized tubes | — | 004 reis |
| Enamelled tubes | — | 044 reis |
| Automatic balances | 8 | ad valorem |
| Ships' lamps | — | 320 reis a kilo |
| Engine " | — | 320 reis " |
| Tin tubes | — | 048 reis " |
| Fireclay bricks, etc. | 8 | ad valorem |
| Iron cables | — | 032 reis a kilo |
| Nails | — | 002 reis " |
| Fish plates, etc. | — | 002 reis " |

Machinery for electrical installations, physical apparatus, telegraph or telephone posts, etc., eight per cent. ad valorem.

Institutions of charity and public assistance will be conceded a rebate of 90 per cent. on the current tariff on

drugs and medicines in general, medicinal plants and roots, and surgical instruments, as well as all other appliances used in medicine or surgery.

In all cases where exception from duty is granted, the tax known as expediente (bureau tax) will be levied.

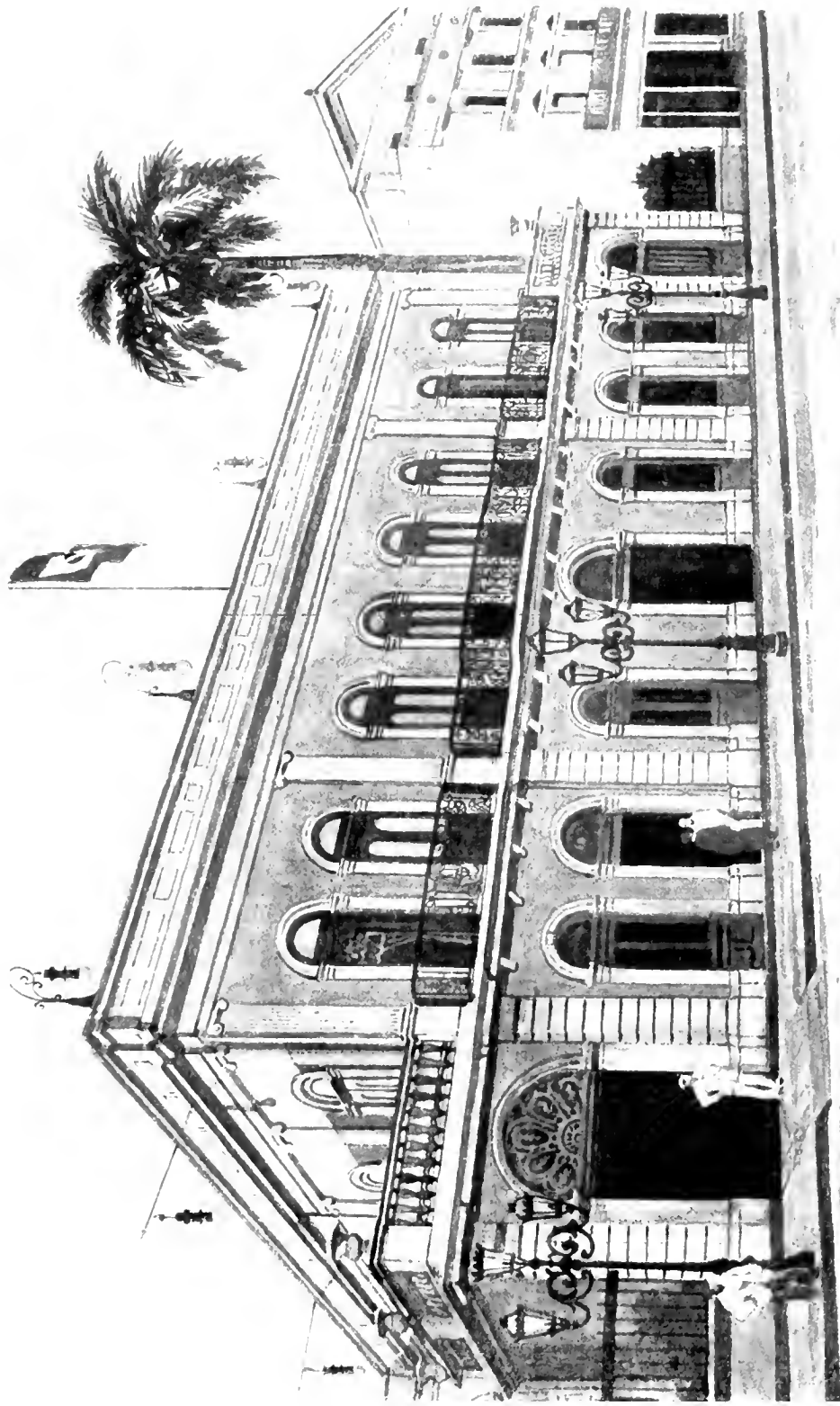
The Inspector of Customs, Dr. Didimo Agapito da Veira, resigned early in 1913, and his successor had not been appointed when I left. It will be seen that the tariff does not err on the side of free trade, but there is a large school of Brazilians advocating very considerable reductions, coupled of course with active assistance in developing the huge natural resources of the Republic. The Rio Customs House is not an imposing edifice, but rather a collection of antique structures. Great as its takings are, we may imagine that Brazil's huge littoral offers happy opportunities to the smuggler, under the present heavy duties. But, to the tourist who lands at Rio de Janeiro, I am justified in giving the assurance that courtesy at the Customs House will meet with its due reward.

CHAPTER XII.

POLITICS AND POLITICIANS.

The Itamaraty Palace.

IN Brazil, as in any other country, politics is a game which the foreigner, of all persons, should leave to the politicians and the journalists; but I should have been false to my salt, as a dilettante in both professions, if I had not inquisitively turned aside every day of my stay to watch the big game and the Nimrods. I need not apologize for this, since Brazil is what is called "one of the new countries"—a happy hunting ground for the capitalist, the concession-monger and the commercial adventurer; and I have remarked that in Rio de Janeiro those men do best who take the trouble to know something of the current political currents of the country. We have here a grand experiment of Republican Federal Government dating only from 1889. The statesmen of that day, and many of this, have learned constitutional and parliamentary methods under a monarchy for three-quarters of a century; thus one is led to expect something different from the rest of the two Americas with the exception, perhaps, of Canada. As I have suggested elsewhere, Brazil has an aristocratic *cachet*, which, as the foreigner should know, the Brazilian is not loth to confess. In political circles, for instance, you will find no childish arrogance such as is only too common in non-monarchized Spanish America; the courtesy of Brazilian rulers is never ruffled unless some *gaucherie* of yours should ruffle it; if you apply to the heart of a Brazilian politician, as against trying to



Edouard L. Paterson.

The Iamaraty Palace—the "Downing Street" of Brazil.

The Official Residence of Dr. Lauro Severiano Muller, Minister for Foreign Affairs.



H.E. Dr. Lauro Severiano Müller.
Minister for Foreign Affairs.

dodge his head, you will find half your business done. I can name countries where such common honesty were useless. There are, as yet, no two-party or hydra-headed party systems in Brazil—the Ins are in; the Outs are out; both plead patriotism and both are, doubtless, honest patriots; the good intentions of the Ins, however, are easier of fulfilment than those of the Outs, and the Ins are controlled by a public opinion, expressed so vociferously and, at times, so virulently in the public Press, that I doubt if the liberty of the Press is better understood anywhere than here.

The Presidential term is quaterennial, dating from November 15, 1889. There have been seven Presidents, the first two being Marshals in the Army. The eighth and actual President, Marshal Hermes Rodrigues da Fonseca, was elected after a hardly fought contest against Dr. Ruy Barboza at the head of the Civilistas, or anti-military party, and entered upon office November 15, 1910. Marshal Hermes da Fonseca is the nephew of Brazil's first President, Marshal Deodoro da Fonseca, and is of "Rio Grandense" origin—that is to say, he hails from the proud and bellicose "gaucho" state of Rio Grande do Sul. I may be allowed to say that the Marshal, although a soldier all his life, and although held up by his opponents as the incarnation of the evils of a military presidency, is the kindest of men in heart and manners. He became candidate for the presidency only at the urgent solicitation of his friends, who style themselves the Republican Conservative Party. Tired and harassed grievously at the commencement of his Presidential term by the naval revolt and the inherent difficulties of his position, I think everyone has seen the Marshal wear down his abusive critics, and though serious financial problems, legacies largely of the past, confront him, I imagine the bitterest of his opponents would wish no personal evil to the most urbane of

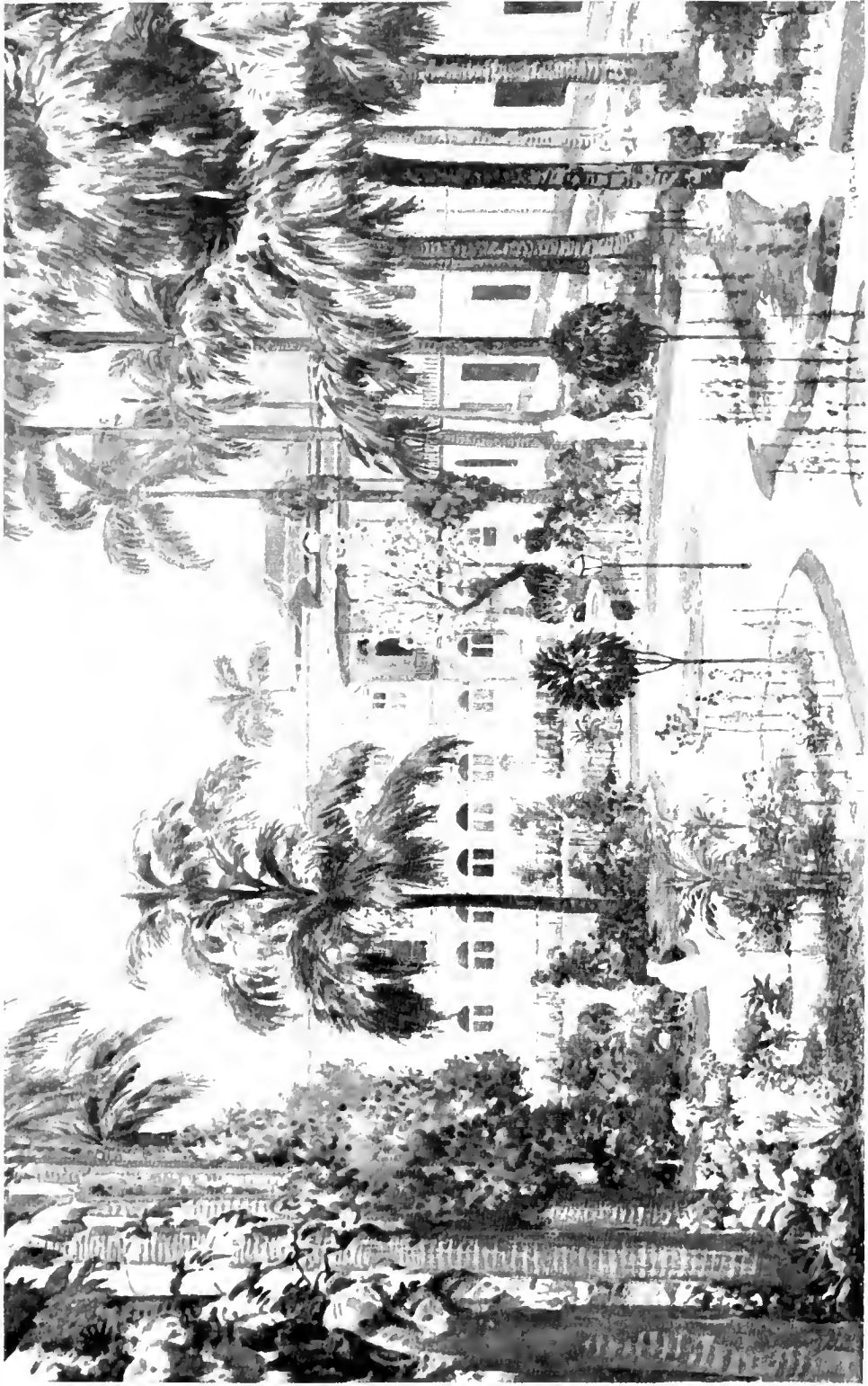
Presidents. He has endeavoured, often at great sacrifice, to steer a straight constitutional course, and the termination of his presidency in November, 1914, should leave the Republic on a firmer basis than when he was called to office.

The Federal Ministers of State, Secretaries of the President, as the Brazilian Constitution considers them, are not responsible to Congress, but directly to the President, who alone accounts to Congress. The seven portfolios were held in 1912 by Dr. Lauro Müller (Foreign Affairs); Dr. Rivadavia Corrêa (Justice and Interior, subsequently Minister of Finance); Dr. Francisco Salles (Finance—resigned 1913); Dr. Barboza Gonçalves (Public Works); Dr. Pedro de Toledo (Agriculture, Industry and Commerce); Admiral Belfort Vieira (Navy), and General Vespasiano de Albuquerque (War).* These Ministers, and the Prefect of Rio de Janeiro, the Chief of Police, the Commandant of the Military Police, and many other public officers, hold office for the term of the presidency only; but it is possible that an exception, imposed upon previous Presidents, by the abilities and popularity of the late Baron do Rio Branco at the Foreign Office, will be followed in the case of his distinguished successor. Dr. Lauro Müller.

What is the foreign policy of Brazil? What is the thinking mind of so vast a Republic in its relations with the outside world, as expressed by the Itamaraty Palace? Let me quote the Baron do Rio Branco at the third Pan-American Congress, held in the Monroe Palace in Rio de Janeiro in 1905, before an assembly of eighty representatives of twenty nations :—

“As young nations still, we should not forget what we owe to those who have furnished the capital with which we

* Since the above was written Dr. Edwig Esqueiros has become Minister of Agriculture, Admiral Alexandrino de Alencar Minister of Marine, and Dr. Herculano de Freitas Minister of Justice and the Interior.



Garden of the Hamamati Palace—Foreign Office.



Deputado Lobo de Azevedo.



Senador Arthur Lemos.

have entered into the world of competition. The very immensity of our territories, in a great part unpopulated and unexplored, and the certainty that we have ample resources for a population twenty times larger, would suggest to us the advisability of strengthening our friendly relations, and trying to develop the commercial interests which we have in common. From Europe we came; Europe has been our teacher; from her we receive continual support and example, the light of science and art, the commodities of her industry, and the most profitable lessons of progress. What in exchange we can give for this, by our growth and prosperity, will certainly constitute a more important field for the employment of her commercial and industrial activity."

This is the language of a man who, let us remember, reluctantly exchanged Imperial for Republican service, and the tune to me is anything but Pan-American; but it is peaceful, while proud. The Monroe Doctrine, as recently developed, is not popular in Latin America; the feeling is abroad, especially now, on the near opening of the Panama Canal, that the Monroe Doctrine implies Monroe Dictatorship. At the Peace Conference at the Hague, Brazil, through Dr. Ruy Barboza, the eminent jurisprudent, compelled the United States to side with her as champion of the weaker nations. Brazil desires to stand upon her own, not under the tutelage of impertinent forms of Monroeism. I imagine that the Baron do Rio Branco would gladly have exchanged, had it been possible, the Monroe Doctrine for an entente with Great Britain, France, and Germany, since so able a man must have known that, with such an entente, the Monroe Doctrine would not be worth the paper it has never been written on. I imply here what I have never yet seen written, namely, that the British Navy is the real

champion of any Monroe Doctrine of to-day. Brazil has two bugbears—aggression from Argentina, its southern neighbour, and the tutelage of the United States. She is determined to scotch both these bugbears—at least, I presume to think so—and to work out the higher destiny to which she aspires. Perhaps in a phrase I have voiced the foreign politics of her people.

The year 1912 was noteworthy in Brazilian annals by an interchange of temporary special embassies between Brazil and Argentina; the late ex-President, Dr. Campos Salles, visited Buenos Aires, and the Argentine ex-President, General Julio Roca, visited Rio de Janeiro. Gala receptions were given in both capitals, for each statesman was held in high honour in the other's country, and the two embassies were reckoned to cement Brazilian-Argentine good-will, which is about as good as Anglo-German good-will. There is apparently much mutual jealousy between the two countries, although the idea of an armed quarrel must appear ridiculous to their leading statesmen. Proximity, however, is rarely conducive to international friendship. It must be recorded, however, that the letters "A. B. C." have recently acquired a certain charm in Brazilian eyes—they imply an entente between Argentina, Brazil, and Chile, directed towards harmony among the three States, and watchfulness of the Monroetic pretensions of the United States of America. Such a combination, even if it wished, is not in a position to interfere convincingly between, for instance, Washington and Mexico. Long years must pass before Latin-American national finances will allow of combined naval or aerial demonstrations to Anglo-Saxon America.

Brazil ostensibly is by no means committed to anti-Monroeism, for the event of 1913 was the returning of

the 1909 state visit of Secretary Elihu Root by Dr. Lauro Müller, the present successor of the Baron do Rio Branco. Perhaps it would have been difficult to find a Brazilian better fitted by abilities and charm of bearing to conduct this important act of international courtesy, entailing several weeks of travel and banquetting throughout the great North-American Republic. The choice of Dr. Lauro Müller to succeed to the Itamaraty Palace was singularly popular, for he carries happily and imperturbably the universal admiration of his countrymen. He is just fifty, Brazilian born, of German origin, of the State of Santa Catharina, and began his manhood as a military engineer. Although not twenty-six at the time, he took his part in the establishment of the Republic, and assisted the second President during the naval revolt of 1893. After serving his State as Federal Deputy Governor and Federal Senator, he became Minister of Industry, Traffic and Public Works under President Rodriguez Alves in 1902. From here dates, in part, the affectionate regard of his countrymen, for it was under his eye that was carried out the extraordinary metamorphosis from the old to the modern Rio. In February, 1912, Marshal Hermes da Fonseca called upon him to take the vacant portfolio of the idolized Rio Branco. Eminently well has the ex-sapper fulfilled his high mission, notably extending one hand of friendship to Argentina and the other to the United States. To his incontestable abilities he adds a charming courtesy, quick grasp of details and essentials, simplicity of manner, equal capacity for secretiveness and speech, and a contempt for personal advertisement.

I suppose out of respect for the memory of "the Baron," no official ball was given at the Itamaraty Palace between February, 1912, and the middle of 1913, but doubtless this feature of Rio's social life will be duly resumed. Unpre-

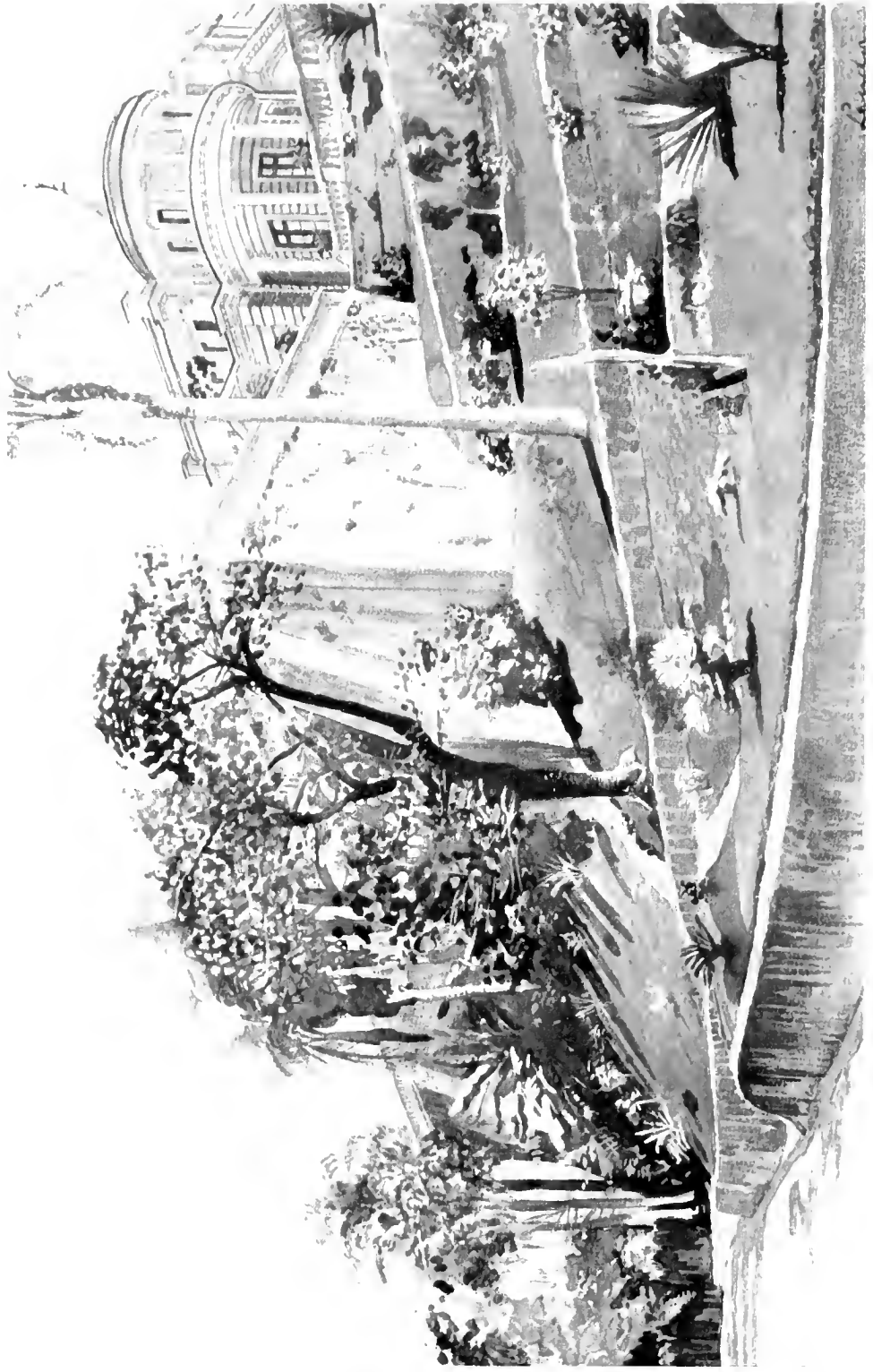
tentious on the outside, the inside of the Itamaraty is charming, as are its garden and its notable library. With Dr. Lauro Müller is now associated, as Under Secretary of State, Dr. Regis de Oliveira, the late popular Brazilian Minister to the Court of St. James's, who succeeded the first Foreign Under Secretary, Dr. Eneas Martins, now Governor of the State of Pará.

A strong Government in a republic is as desirable as an enlightened Sovereign in a monarchy. The Government of Marshal Hermes da Fonseca has proved itself strong. In the latter half of 1911 and early in 1912 I used to hear much café-talk of revolution, and, as no man would be too sorry to witness anarchy as an outsider, this talk was interesting and amusing. The respectable journals of Rio, and the men "in the know" kept their heads. It was the "Outs" who were brandishing gossip. I think I have seen such café-talk expire of its own inanition. The Republican Conservative Party has, as the Americans put it, made good. This Party has long been inspired by a man whose personality must impress any candid observer—nay, his physiognomy alone would lift him above big crowds. Senator General Pinheiro Machado, Vice-President of the Senate, farmer, soldier, and statesman (his enemies, for the last substantive, substitute "politician") hails from the fighting State of Rio Grande do Sul, and is dubbed by his detractors reluctantly, "O formidavel general gaúcho" (the formidable gaúcho general)—gaúcho implying cowboy, and Rio Grande do Sul being the cowboy's State. How much of calm, how much in wise counsel, how much in patriotic conduct, how much in crushing contempt for isolated firebrands, Brazil owes to this Chief Whip of her ruling party it would be impertinent of me to suggest. Suffice it that General Pinheiro Machado has been a great force in his country,



Catete Palace—The Official Residence of the President of Brazil.

E. J. P. Mason



Residence of Spanish General Pinar del Rio, Cuba.



H.E. the Vice-President of the Senate and Leader of the
Conservative Republican Party, General Pinheiro Machado.
(Probably the happiest effort of my distinguished caricaturist.)

and the café gossips all went wrong. No doubt a strong Civilista Party, that is to say an electorate averse from a military President, exists in Brazil, and is profoundly patriotic. But its patriotism has been shown, and should be shown, by peaceful propaganda. The era of revolutions closed in 1893, and internal peace has not since been disturbed on any scale except by the naval mutiny of 1910, which, rightly or wrongly, is attributed to the defeat of the Civilistas at the presidential election as much as to the discontent of the sailors. In some of the States occasional election riots have occurred, but of no more serious moment than similar troubles in European countries. The rulers and leaders of Brazil are firmly persuaded that reform and just government should be the country's chief concern, and the Republican Conservative Caucus throughout the Republic comprises a heavy weight of able men and lovers of constitutional methods—and men who will not be dictated to by rebel discontent between presidential elections. Improvement in the secrecy of the ballot, and open competition for all civil service positions would appear to be two Herculean reforms needed for Brazil.

As in the United States so in Brazil "politicagem" (politics-mongering) leads to a very early start in the wrangling about the next presidential election; fully two years before the expiration of the actual presidency the newspapers begin. The President-Elect is known in the March preceding the November in which he assumes office. Now (December, 1913), the nomination of the Republican Conservative Party is Dr. Wenceslão Braz Pereira Gomes, the actual Vice-President of the Republic. The choice of the Party had fallen on ex-President Dr. Campos Salles, but in June, 1913, this old and eminent statesman died. Dr. Wenceslão Braz Pereira Gomes is the son of Colonel

Francisco Braz Pereira Gomes, a prominent Mineiro statesman under the Imperial *régime*. He is a lawyer, was born in 1868, and has been successively State and Federal Deputy and Minister for the Interior for Minas Geraes. The Vice-President of the Republic becomes *ipso facto* President of the Senate, but I believe Dr. Wenceslão Braz has sought no notoriety during his vice-presidential term, and if elected to the Head Magistracy of the Republic should confirm the brilliant promise of his youth, and make what is called a good President. I regret that I have not yet witnessed a Brazilian presidential election, but I live in hopes. Of the other able men who compose the Government of Marshal Hermes da Fonseca I speak in other chapters ; from one and all I have received kindness, and it may be permitted to me to close this brief sketch by acknowledging the regard and honourable hospitality accorded to Englishmen in the highest Brazilian circles.

CHAPTER XIII.

INDUSTRIAL ENTERPRISES.

IT is a common impression, which I have learned myself to correct, that lassitude is inherent in tropical and subtropical climes ; so similarly erroneous is the yet prevalent idea that Brazil is a hot, horrid, moist country somewhere on the map. One of the better methods of correcting such opinions is obviously to see Rio de Janeiro and to acquaint oneself with the inside working of some of its leading enterprises. This done and, granting that there are four or five clammy months in the year, a just judgment will turn prejudice into respect. In the counting-houses and engineering offices of Brazil will be found the motive power, the driving forces which conduct the country to its inevitably great future. I trust my scrap-book has suggested this already, but you cannot stay long in Rio without learning the name "Guinle," which looms with equal prominence in industrial, financial, trading, and social circles. Immensely wealthy and enterprising is the general verdict. I believe also the firm, now styled Guinle e Companhia, is among the oldest in the country. A word about its operations cannot but be informing—for they are nothing if not ambitious and resourceful ; and as a private house the firm is, I suppose, the biggest property owner in Rio and Brazil.

Guinle & Co. are to-day specializing largely in steam power and hydro-electric installations, and have some of Brazil's wonderful waterfalls under control. Besides this they are importers on a huge scale ; here is a list of some of their agencies : The General Electric Company (Schenectady, New York), makers of generator sets, transformers,

motors, and electrical materials generally; the American Locomotive Company (New York), manufacturers of locomotives and locomotive parts; Babcock and Wilcox (London), the well-known boiler-makers; the Otis Elevator Company (New York); the Chloride Electrical Storage Company (Pendlebury, Manchester), makers of accumulators; Jones and Colver (Sheffield), manufacturers of high-speed steels; Swan and Finch Company (New York), makers of oils and lubricants; the Herring-Hall-Marvin Safe Company (New York); J. G. Brill (Philadelphia), manufacturers of electric cars; the Underwood Typewriter Company (New York); Hothert and Pitt (London), makers of cranes and hoisting apparatus; Fairbanks, Morse & Co. (Chicago), dealers in railroad material; and the Sherwin-Williams Company (New York), makers of paints and varnishes. Under date June 4, 1909, Messrs. Guinle & Co. organised and incorporated the Companhia Brasileira de Energia Electrica, with a capital of 30,000,000\$000 (£2,000,000). To this company was transferred the hydro-electric installation at Alberto Torres for the utilisation of the Piabanha River, with an effective capacity of 12,000 kw., which can be increased to 50,000 kw.; the Paraguassú Falls, in the State of Bahia, for supplying electrical energy to the cities of Santo Amaro, S. Felix, Cachoeira, and S. Salvador de Bahia; and the Itapanhaú Falls, in the State of São Paulo and the Companhia Telephonica of the city of Bahia. The total available power of the Paraguassú Falls is 100,000 h.p., of which 40,000 h.p. can be utilised, a suitable dam having been constructed. The natural advantages of Rio de Janeiro attracted Messrs. Guinle & Co. to undertake serious engineering examinations of the terrain, with the result that they acquired the sole right to utilise the Piabanha, Fagundes and Parahybuna Falls with an effective capacity



Moorish Building and Messrs. Gunle's Offices, Avenida Rio Branco.

Arch. by Messrs. Antonio Jannuzzi, Sons & Company.

when developed of over 50,000 h.p. The firm has thus initiated, and is proceeding under various concessions with, three huge electric-energy schemes in the three States of Bahia, Rio de Janeiro, and São Paulo. Besides this they already supply electric power and light to Bello Horizonte, the capital of the State of Minas Geraes, and several other towns in Minas. The largest work at present has its powerhouse at Alberto Torres, on the Leopoldina Railway, in the State of Rio. At Cascatina, eighteen miles from there, is the switching station, from which start two lines to Rio de Janeiro, thirty-six miles in length, two of a similar distance to Nictheroy across the bay, and two to Petropolis.

Another huge concern with which the firm is connected and, as Gaffrée and Guinle, promoted, is the Santos Dock Company, with a capital of £8,000,000, which has a ninety years' concession and, with the São Paulo Railway, is one of the most universally known and financially happy of all Brazilian enterprises. In the city of Rio itself Messrs. Guinle are large property owners, and only recently have had erected an immense hotel at the southern end of the Avenida Rio Branco. The Palacete Guinle, let it be said, is one of Rio's finest mansions; and a picture I here give of the business premises will show that the firm is lodged in one of the "picture-bits" of the Rio Branco Avenue. Inside all is speed, industry, and method. The English language is fluently at the command of the members of the house, as also French and German, and it is hardly necessary to say that this single firm's activities may well be matter for national satisfaction.

THE TEXTILE INDUSTRY OF BRAZIL.

Undoubtedly protection plus natural advantages have enabled Brazil to boast a large and rapidly growing textile

industry, and I shall give a few notes here on a typical establishment which manufactures cotton, woollen and jute goods under the title of the Companhia Nacional de Tecidos de Juta, which besides its large jute factory at the Fabrica Sant' Anna, in the State of São Paulo, has recently opened at Bélemzinho a cotton factory with 1,000 looms and 40,000 spindles.

As regards cotton, although in this as in other directions definite and recent statistics are not procurable, the Brazilian record is very satisfactory. Some £20,000,000 are invested in the industry, turning out annually nearly 400,000,000 metres of cotton fabric from national mills of a value of more than £10,000,000. As regards cotton growing, to which so many States lend themselves admirably, the following comparison is interesting. A Paulista alqueire ($2\frac{1}{4}$ hectares, or 6 acres) yields: in Georgia and South Carolina from 400 to 1,360 kilos. of cotton; in Louisiana from 970 to 1,210 kilos.; in India from 730 to 750 kilos.; while in Brazil the short fibre or herbaceous cotton yields on an average 4,130 kilos. The local factories already consume more than 40,000,000 kilos. annually, and yet the value of Brazilian exported cotton exceeded £1,000,000 in 1912. The greatest producer is the State of Pernambuco. Altogether the textile industry of Brazil accounts for over 200 factories, nearly all equipped on the most modern lines, and these employ directly over 60,000 hands. Lancashire is easily the greatest purchaser of Brazilian cotton, as also the greatest exporter of textile manufactures to the Brazilian market. Most of the Brazilian mills dye and bleach their own yarn and cloth, and several have printing works attached.

My typical textile example, the Companhia Nacional de Tecidos de Juta (Fabrica Sant' Anna) is under the



The Jute Mills of the Cia. Nacional de Tecidos de Juta.
(Fabrica Sant' Anna, State of São Paulo.)

presidency of Senhor George Street, a Brazilian, and not an Englishman, as one might suppose by his name, and one of the most prominent business men in Rio de Janeiro and the Republic. The Sant' Anna factory, which was established in 1891, and acquired by the present proprietors in 1908, was the first to engage in the manufacture of jute goods. The premises are situated at Braz, São Paulo, and are among the largest of their kind in the Republic. Some 450 tons of jute fibre, imported from India, are used monthly, and in the season 1,800 hands and a number of outworkers are employed, to whom 90 to 100 contos of reis are paid monthly as wages. Each month 17 tons of wool are used in the manufacture of blankets, of which about 300,000 were produced in 1910, and orders for 600,000 were received in 1911. The manufacture of alpargatas, the soft-soled, canvas-topped shoe, also occupies a place. The products of the company were awarded gold medals at the St. Louis Exhibition in 1904, and at the São Paulo Exhibition in 1902, and received the "grand premio" at Rio de Janeiro in 1908. The machinery is all thoroughly up-to-date, the equipment including one powerful Taylor engine and two Wolf engines of 800 h.p. and 450 h.p. respectively, while electrical power is also used, the total energy being 5,000 h.p. The capacity of the factory is steadily increasing, and as many as 10,000,000 coffee bags have been turned out in four months. Recently machinery has been added for the making of fancy blankets. The capital of the concern is 20,000 contos of reis in shares of 200\$ each, and the directorate comprises Senhor George Street (president), Dr. Ildefonso Dutra (treasurer), Dr. Joaquim Dutra da Fonseca and Mr. Alexander Leslie (managing director). The head offices

are at Avenida Rio Branco 46, Rio de Janeiro, the offices in São Paulo being at No. 7, Rua Direita.

From these few facts and figures, curtailed by the exigencies of space, the reader will appreciate the textile activities of Brazil. If the present pace be maintained, the Republic is within measurable distance of becoming almost independent of foreign textile goods. In 1911 Brazil imported over £6,000,000 worth of foreign textiles.

IMPORTED TEXTILES.

That there is, however, still ample scope in Brazil for British textiles is shown by the large business done by firms like Ashworth & Co., the Gourock Ropework Export Company, Limited, and other substantial importers. I may say a word here on the business of the Gourock Ropework Company. This great Scottish concern has a very large South American trade, particularly in Brazil and Argentina. So far as I know its principal products are not yet manufactured on any scale in Brazil, hence the large demand in a country where waterproof cloth and canvas, to mention only two articles of the firm's output, are a real necessity. The Gourock Ropework Company, now settled at Port Glasgow, and with the largest cotton mills in Scotland at New Lanark, dates back to 1736. Originally its greatest article of trade was sail-cloth, but the advent of the steamship induced the firm to turn to other channels, and about that time the patent "Birkmyre's Cloth" was produced as a great improvement upon the crude oil-cloth tarpaulin. With imported cotton, flax and Manilla hemp, the firm now manufactures on a huge scale the Birkmyre waterproof cloth and canvas, for every possible use, such as battleship awnings, railway waggon and rick covers, horse loin



A Military Encampment on a reach of the Upper Amazon, three thousand miles from the Sea.

covers, circus tents, marquees, railway, military and hunting tents ; white and tarred ropes, cordage of all kinds, from binder-twine for the harvest field and fishing twine to huge rope cables over 20 inches in circumference, and finally a huge output of fishing nets for the high seas. It is in these fields that the Gourock Ropework Company finds an honourable market throughout Brazil. The Rio manager, Mr. R. A. Brooking, at his desk at 119, Rua Primeiro de Março, can boast of fairly universal Brazilian patronage, including the Ministers of War and Marine, practically all the railroads of the country, the Brazilian Lloyd Steamship Company, the Santos Docks, the Light and Power Companies, and scores of the leading fazendeiros, or estate-owners from the Amazon to Rio Grande do Sul. The army has bought largely in military tents of Birkmyre cloth, gun-coverings, and soldiers' waterproof requisites, and I believe every ship in the Brazilian Navy carries Birkmyre awnings. Like all sensible foreign firms dealing in Brazil, the Gourock Ropework Company issues its catalogues in Portuguese, and gives its measures in the metric system. The Birkmyre Barraca Ferrocarril (Railway Tent) goes to-day wherever the iron-horse ploughs the forest or prairie.

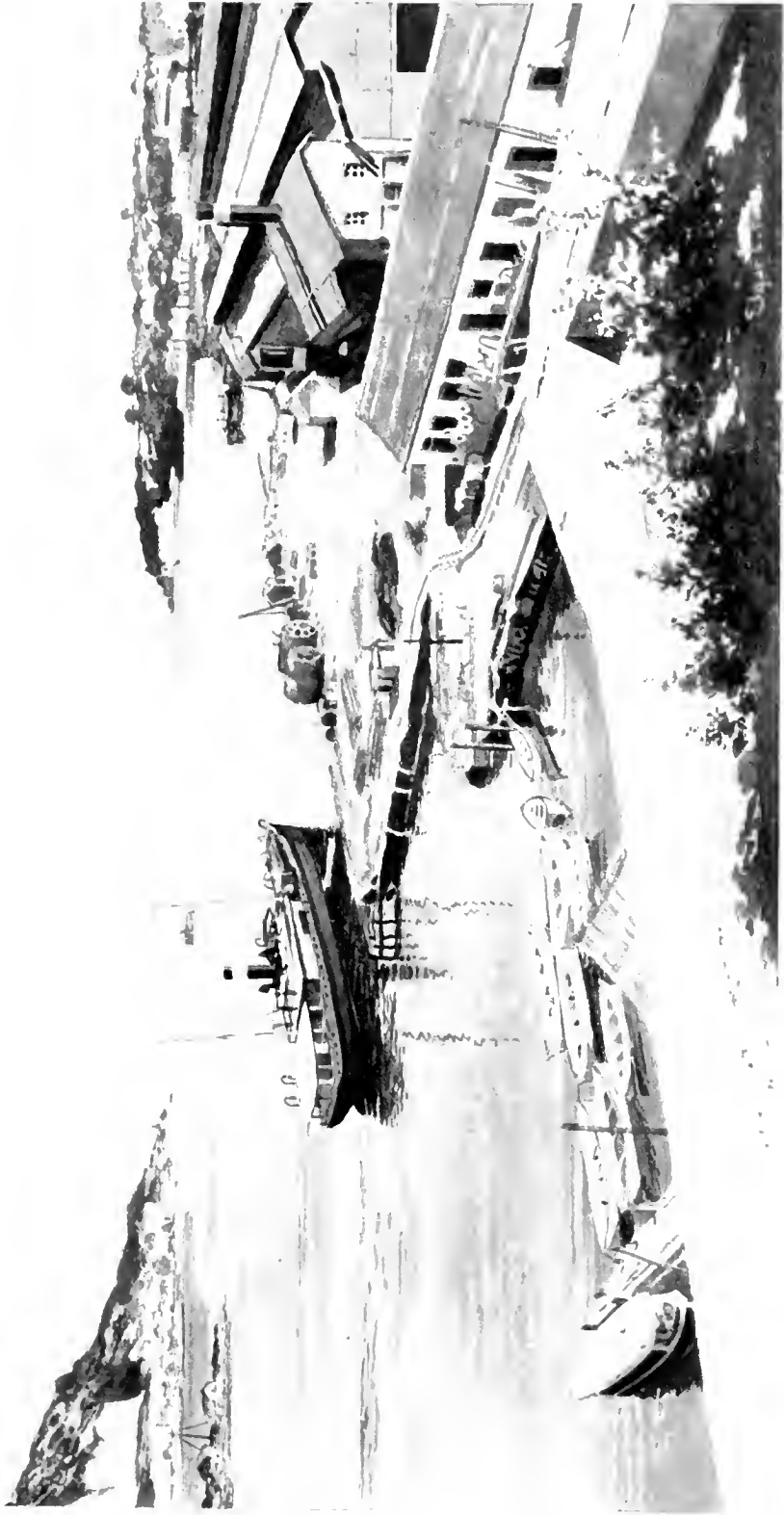
COASTAL SHIPPING.

By Brazilian Law, the coastal trade of the country must be carried out under the national flag. As the term "coastal trade" implies not only the immense littoral of Brazil but the mighty Amazon as well, we may predict a day not far distant when, from Rio Grande in the south to Manáos, a thousand miles up the Amazon, this trade will be colossal—unless indeed we ultimately abandon ships for air-ships. The products of Brazil, in a rough division of south, centre

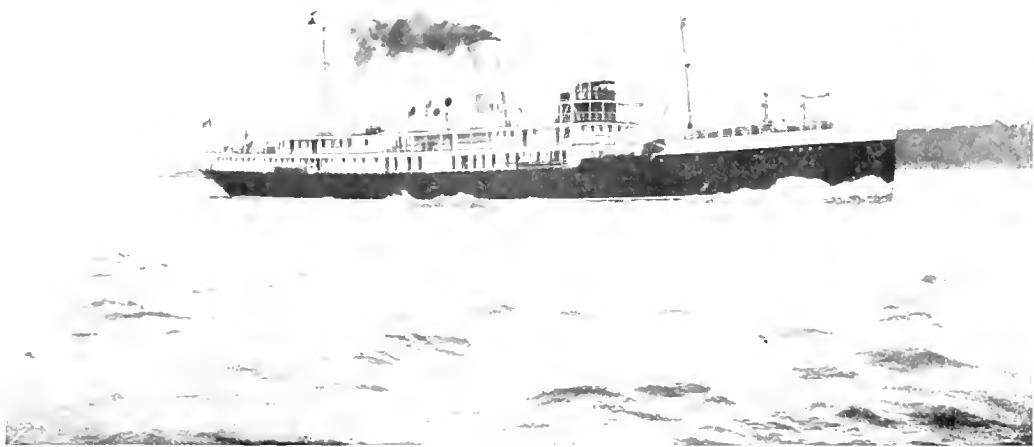
and north, as viewed from the sea, are so varied that there must always exist a considerable inter-State exchange. Rio, as the metropolitan port, is the chief seat of all Brazilian coastal navigation enterprises, chief of which is the "Lloyd Brasileiro," practically a national company since the Government has resisted many foreign offers of purchase and is responsible to the nation for its maintenance. Unavoidably—like one or two other enterprises compelled to bow to Government patronage, but now enjoying the earnest concern of more enlightened and (if I may use such an expression about Brazilians) more patriotic rulers—the Lloyd Brasileiro has suffered. But, let me say at once, its efficiency is really astonishing under this load of patronage. If any of my readers will chance upon the s.s. *Pará*, *São Paulo*, or *Minas Geraes*, he will find, not immense vessels, but clean, spruce and pretty ships, smart officers, wireless apparatus, and the general requisites of modern sea-going comfort and safety.

The Lloyd Brasileiro line of steamers, subsidised by the Brazilian Government, provides a frequent service of freight and passenger boats between the ports on the eastern coast of South America and Barbados and New York. Altogether the steamers have a tonnage of 101,506, and there are several ships of over 5,000 tons. How the business of the line has grown may be judged from the following figures :—

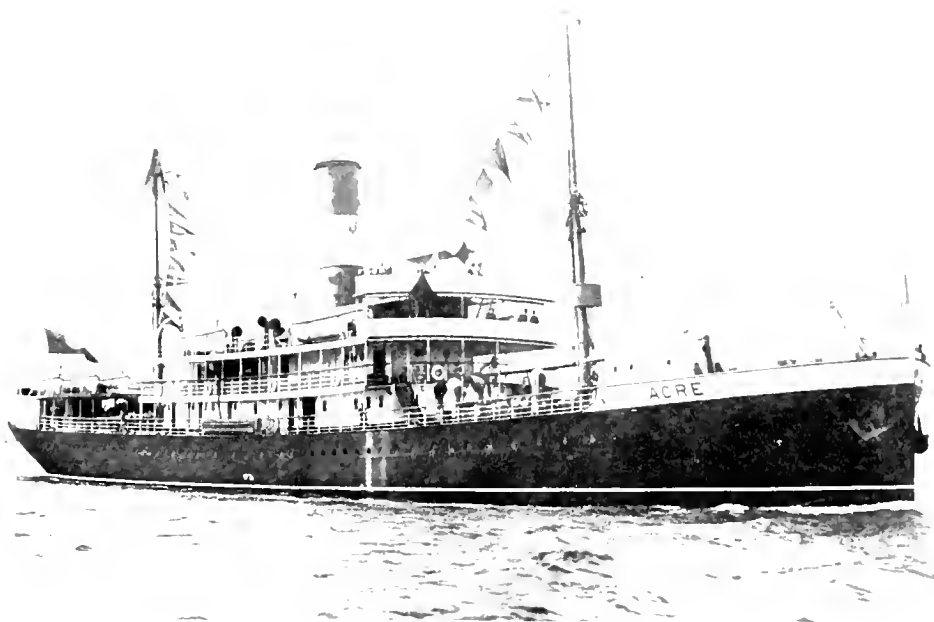
| | 1905. | 1909. |
|--|----------------|-----------------|
| Steamers in service | 27 | 64 |
| Tonnage | 23,153 | 104,725 |
| Number of voyages | 195 | 492 |
| Number of miles sailed | 490,022 | 1,581,430 |
| Number of passengers carried | 59,845 | 120,938 |
| Number of tons carried | 123,421 | 595,794 |
| Receipts (exclusive of subvention) | 7,784,420\$000 | 16,416,218\$000 |
| Receipts per mile navigated | 15\$806 | 10\$380 |
| Receipts per passenger | 68\$022 | 61\$100 |
| Receipts per ton | 29\$309 | 15\$152 |



Workshops of the Lloyd Brasileiro Steamship Company.



The Brazilian Lloyd s.s. "Pará."



The Brazilian Lloyd s.s. "Acre."

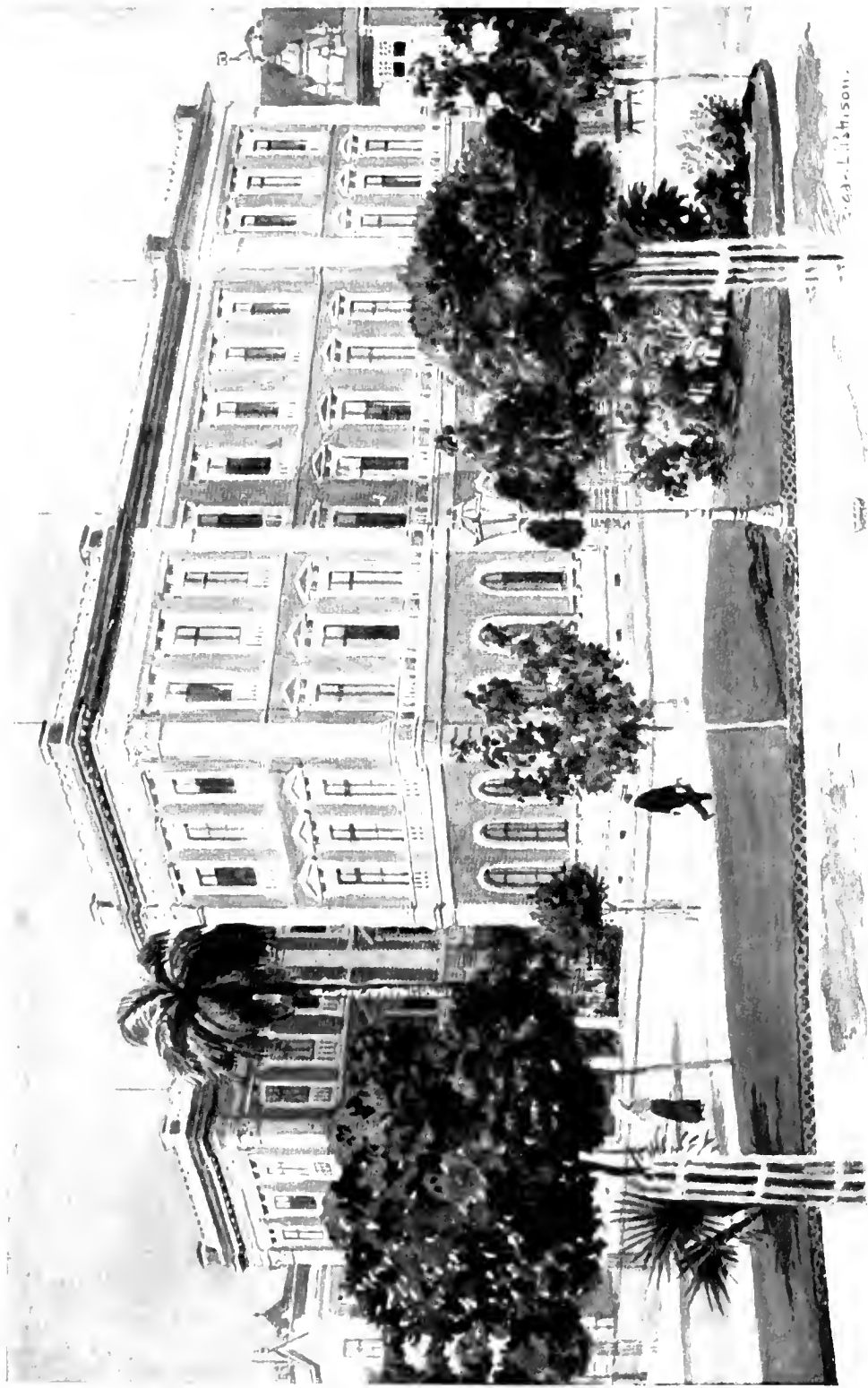
The principal lines are those from Rio to Manáos, Rio to Buenos Aires, Rio to Rio Grande, Santos to New York, Rio to Penedo, Rio to Laguna, Rio to Paranaguá, Rio to São Matheus, Rio Grande to Corumbá, Corumbá to Cuyabá, Pará to Rio Grande do Sul, Rio to New York, and Montevideo to Corumbá. The principal passenger boats on the New York route are the *São Paulo*, *Rio de Janeiro*, and *Minas Geraes*, which are of 6,500 tons each, and have excellent accommodation for first, second and third-class passengers. They are equipped, as I have said, with every modern appliance for safety and comfort, including wireless telegraph and deep-sea sounding apparatus. The first-class accommodation is amidships on the bridge deck; all the cabins have access to the open air and have electric light and fans. The music-room and lounge are also on this deck, the spacious and attractive dining-room is on the main deck, and the smoking-room and bar are on the boat deck. The cuisine is French and the table service the best available. Each steamer carries a qualified doctor and stewardess. No effort has been spared to make the steamers attractive and comfortable and no expense has been grudged which may contribute to their safety and steadiness at sea. The offices of the Lloyd Brasileiro in Rio de Janeiro are at Avenida Rio Branco, 2 to 6, and the workshops are on Mocanguê Island in the bay, and are shown here. The latter are equipped with machinery of the most up-to-date type, supplied by the house of Niles-Bement Pond of New York.

CHAPTER XIV.

THE MINISTRY OF TRAFFIC AND PUBLIC WORKS.

As may be surmised the Minister of *Viação e Obras Publicas* is a greatly harassed and greatly courted personage, for on his approval depends every contract for railways, port works, coastal and river traffic, other public works initiated by the Union, and the Federal Posts and Telegraphs. Dr. Barboza Gonçalves, the present Minister, is a Rio Grandense, born in 1860, and as engineer, contractor, railway manager, professor of mathematics, politician, State Minister for Finance, and again for the Interior and Public Works has had a most varied and active career, culminating in the responsible Federal position which he now occupies. A good French scholar, a charming personality and an invincible humorist, even when half his budget is crushed by Congress for want of money, the Minister is a master of his business. There was a story going around Rio that Dr. Barboza Gonçalves, by an oversight, kept Mr. Baring, the London banker, waiting an hour. This was perhaps unfortunate ; but the view of the harbour from the Ministry ante-room windows is full of interest and charm, as my friend the Minister's Secretary, Colonel Povóas, will confirm. It is really a mystery to me how Dr. Barboza Gonçalves and Dr. Pedro de Toledo, the Minister for Agriculture, Industry and Commerce, can get through the heavy burdens of their charges. For instance, the Minister for Public Works, Railways and Ports and Roads, is also Postmaster-General.

In spite of financial stringency, Dr. Barboza Gonçalves, when he vacates office, will have seen his country make a



Ministry of Traffic and Public Works (Viagem e Obras Publicas).

great all-round improvement in railways, docks, ports, and shipping. I cannot here even attempt to survey his huge department, but merely give a few data which will interest the general reader.

By December 31, 1911, Brazil had 22,287 kilometres of railroads working, 3,840 in construction, and 5,073 surveyed and approved. By the end of 1912, the total lines opened to traffic had increased by 788 kilometres to 23,075 ; 3,200 kilometres were under immediate construction, and a further 8,779 were under contract. Brazilian railways are categorized thus:—3 lines administered by the State, 13 lines leased for a term of years, 8 lines with guaranteed interest, 12 lines without guarantee of interest, and 27 State concession lines. The three actually administered by the State are the Central do Brazil, the little Rio do Ouro, and the Oeste de Minas ; these had upwards of 3,500 kilometres open to traffic in 1913. The railway obligations of the Government at March 31, 1913, including interest, stood at about £2,491,500.

Besides the Brazilian Lloyd, directly controlled by Government, receiving a subsidy of £187,000, and having a fleet of 72 ships totalling over 100,000 tons, the following shipping lines are supervised by this Ministry and carry by law the Brazilian flag : Lage Irmãos, 15 ships, 13,000 tons ; Esperança Marítima, 6 ships, 4,000 tons ; Companhia Comercio e Navegação, 12 ships, 22,000 tons, cargo only ; Companhia Pernambucana, 8 ships, 7,000 tons, and the recently formed Amazon River Steam Navigation Company. This latter company, whose head office is at Pará, is subsidized for regular services of steamers to all parts of the huge Amazon and its tributaries, Rio Negro, Solimões, Javary, Madeira, Purús, Oyapock, Japurá and Juruá—with a minimum of 8 knots and a maximum of 10

knots, and all modern conveniences. Besides these lines there are several others of minor pretensions in the coastal trade, and on the Tocantins, São Francisco, and other rivers. It may be of interest to give here some sea distances from Rio in geographical miles.* Manáos is 3,204 miles distant, Pará 2,280, Pernambuco 1,195, Bahia 735, Santos 199, Rio Grande 875; New York 4,748, Southampton 5,034.

The years 1912 and 1913 have witnessed under Dr. Barboza Gonçalves' ministry persistent activity in the construction of Brazilian port works and harbour improvements. The new quays in Rio de Janeiro, described in another chapter, are now in full working order, but are already found to provide insufficient accommodation for the growing needs of the great port. A contract for their extension to Cajú Point northwards along the bay shore, from their present terminus at the Mangue Canal, has, I understand, been entered into by Government with the firm of Sir John Jackson, Ltd. The new port works of Manáos and Pará have been almost completed; and the improvements in the harbour facilities of Pernambuco, Natal, Cabedello and Santa Catharina are in full swing. The new port works of Victoria, capital of the State of Espirito Santo, under the contract with Messrs. Walker, are also nearing completion; so, too, the extensive moles on the bar at Rio Grande do Sul. At S. Luiz do Maranhão, Amarração and S. João da Barra improvement surveys are being conducted, and improvements in the harbours of Corumbá and Paranaguá have been contracted for.

POSTS AND TELEGRAPHS.

The postal revenue for 1912 amounted, subject to verifications, to £615,000, exclusive of £75,000 for

* Distances given in Mr. J. C. Oakenfull's "Brazil in 1912."

officially franked matter, showing an increase over 1911 of about £22,000. The Brazilian Post Office, however, is run at a considerable loss, as is but natural if we consider the immense area to be served. The expenditure for 1912 amounted to about £1,060,000. Internal money orders amounted in number to 213,320, of a value of rather more than £2,000,000; the external orders issued numbered 82,126, of a value of nearly £400,000. The number of postal parcels increased largely during 1912 to a total of 115,329 packages.

The inland letter-rate is 100 reis (1·6*d.*) per 15 grammes; the foreign rate (Brazil adhering to the Postal Union) is 200 reis, a trifle over 3*d.* per 15 grammes. Registration also costs 200 reis. Parcel Post conventions have been signed with Great Britain and the U.S.A. Brazil's first postage stamps were issued in 1848. The current issue consists of the following values: 10, 20, 50, 100, 200, 300, 400, 500, 600, and 700 reis, and 1, 2, 5 and 10 milreis, with official revenue and receipt stamps, green and orange, from 10 reis to 10 milreis.

At January, 1913, there were upwards of 33,962 kilometres of telegraphs, showing an increase of 513 kilometres over the previous year, with a total number of stations of 710. In 1912, 3,429,089 messages were despatched containing 75,193,729 words, an increase over 1911 of 11·7 per cent. in messages and 27·6 per cent. in words. There is a fixed tax of 600 reis for every inland message; in addition to this the rates are: Federal capital 500 reis (8*d.*) for 20 words; one State 100 reis a word; two or three States 200 reis a word; four or more States 300 reis a word. The Press rate for the whole Republic is 25 reis per word.

For some reason the inland increase of messages in 1912

was not accompanied by an increase in foreign messages. These dropped slightly to 177,513 messages and 2,082,191 words. I give here as most useful to the majority of my readers a double page map of the most important foreign telegraph system connecting Brazil with the outer world—the Western Telegraph Company, Ltd. The company, as will be seen, also accepts inland messages. It will be noticed that the rate to Great Britain, France and Germany is now at the reasonable figure of 2s. 7½*d.* per word. The Rio offices of the Western are at 117, Avenida Rio Branco, and the company has nine other stations in Brazil.

THE WESTERN TELEGRAPH COMPANY, LIMITED.

(Submarine Cable).

VIA "WESTERN."

Tariff per word inland.

| | | | |
|-------------------------------|---------|-----------------------------|-------|
| Pará | 1 \$000 | Bahia | \$400 |
| Maranhão | 1 \$000 | Espirito Santo | \$400 |
| Piauhy | \$850 | São Paulo | \$200 |
| Ceará | \$850 | Minas Geraes | \$400 |
| Rio Grande do Norte | \$850 | Goyaz | \$400 |
| Parahyba | \$600 | Matto Grosso | \$400 |
| Pernambuco | \$600 | Paraná | \$400 |
| Alagoas | \$600 | Santa Catharina | \$500 |
| Sergipe | \$400 | Rio Grande do Sul | \$600 |

Tariff per word abroad.

| <i>Europe.</i> | | Frs. | Reis. |
|---------------------------|------|---------|---|
| Azores | 3.25 | 1 \$950 | Spain 3.60 2 \$160 |
| Germany | 3.25 | 1 \$950 | Holland 3.25 1 \$950 |
| Austria-Hungary | 3.63 | 2 \$180 | Italy 3.55 2 \$130 |
| Belgium | 3.25 | 1 \$950 | Norway 3.72 2 \$230 |
| Denmark | 3.62 | 2 \$170 | Portugal 3.70 2 \$220 |
| France | 3.25 | 1 \$950 | Russia in Europe 3.95 2 \$370 |
| Great Britain | 3.25 | 1 \$950 | Sweden 3.72 2 \$230 |
| Greece | 3.82 | 2 \$290 | Switzerland 3.50 2 \$100 |
| | | | Turkey in Europe 3.77 2 \$260 |

Tariff per Word abroad—continued.

| <i>Africa and Islands.</i> | | | <i>United States—continued.</i> | | | |
|--------------------------------|------|--------|--|----------------------|--------|--------|
| | Frs. | Reis. | | Frs. | Reis. | |
| Cape Colony | 5.75 | 3\$450 | New York and other States | 4.45 | 2\$670 | |
| Senegal | 4.00 | 2\$400 | Cuba, Havana | 4.60 | 2\$760 | |
| St. Vincent (Island) | 2.62 | 1\$580 | Mexico (City) | 5.00 | 3\$000 | |
| Madeira (Island) | 3.40 | 2\$040 | | | | |
| Canaries | 3.40 | 2\$040 | <i>South America.</i> | | | |
| <i>North America.</i> | | | Uruguay | 1.25 | \$750 | |
| Canada :— | | | Argentina | 1.75 | 1\$050 | |
| Montreal | 4.45 | 2\$670 | Paraguay | 2.05 | 1\$230 | |
| Quebec | | | | Chile :— | | |
| Toronto | | | | Valparaiso | 2.55 | 1\$530 |
| United States :— | | | Santiago | 2.55 | 1\$530 | |
| Alaska | 5.95 | 3\$570 | Peru (Lima) | 2.55 | 1\$530 | |
| Louisiana | 4.25 | 2\$550 | Bolivia | 3.80 | 2\$280 | |
| Texas | 4.25 | 2\$550 | Equador | 4.55 | 2\$730 | |
| | | | Columbia | 5.55 | 3\$330 | |

Wireless telegraphy is now available at Rio, and will be very shortly over the whole of Brazil. There are six stations in the State of Rio alone, that at Cape S. Thomé being one of the most powerful on the South American coast. The Government have wisely utilized the Marconi system, and gone rapidly ahead with it. The cost of a wireless message from ship to shore is 4*d.* a word.

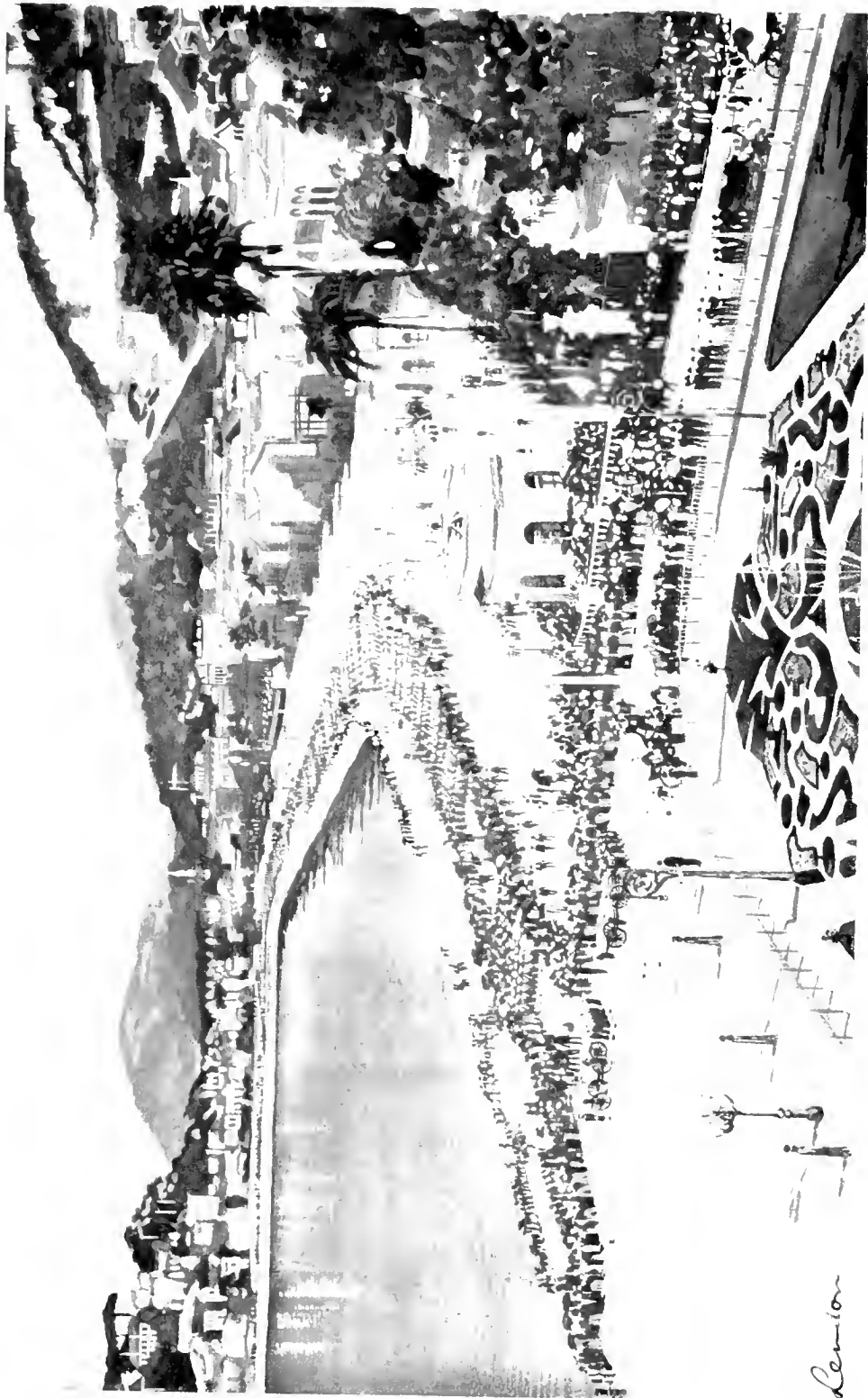
CHAPTER XV.

JUSTICE AND POLICE.

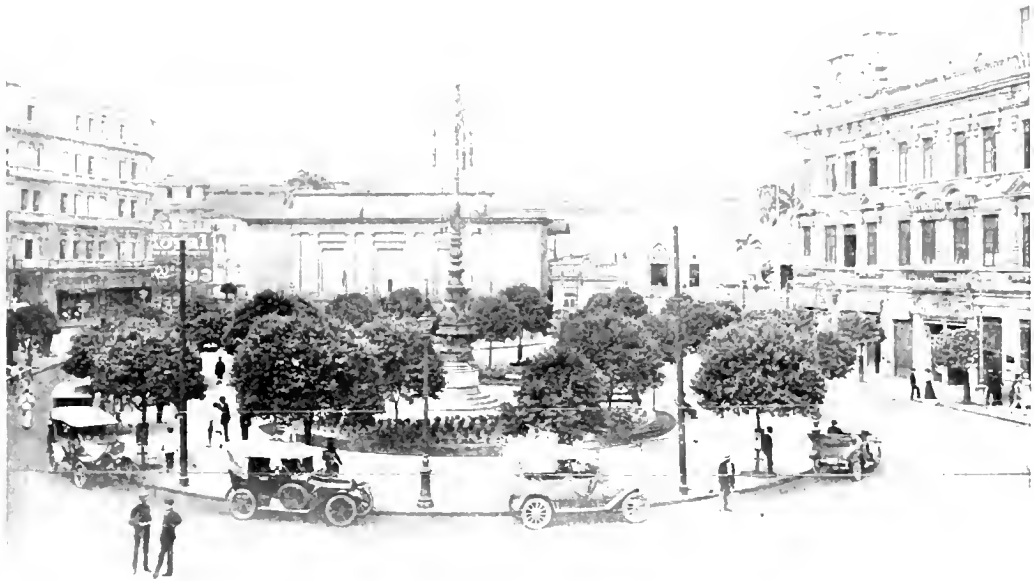
DR. RIVADAVIA CORRÊA, Minister of Justice and Internal Affairs,* took upon his shoulders in November, 1910, sufficient responsibilities to occupy two ordinary men. His Excellency, if I do not misjudge him, is a stalwart republican, an emphatic legal theorist, a plain-spoken patriot, and a man of advanced education who, as an administrator, knows what he wants done. A scion of a distinguished family, he was born in Sant' Anna do Livramento, in the State of Rio Grande do Sul, in 1866, took the profession of law, and acquired prominence, when quite young, in the State of São Paulo, in both law and politics, ultimately representing his native State in the Federal Congress. He collaborated in the preparation of the Civil Code, and was chairman of the Committee on Diplomacy and Treaties at the time of his appointment as a Federal Minister.

The city of Rio de Janeiro, the former capital of the Empire, constitutes the Federal District, governed by the Government of the Union and the municipal authorities. In the centre of Brazil a zone of 14,000 square kilometres was reserved for the site of the capital of the Republic, which is to be built when opportunity offers. When this change is effected, the city of Rio de Janeiro will become a Federal State. The general structure of the Federation, of which I can give but the barest outline, the relations between the States, and the organisation of the public powers are based upon the Constitution of the United States of America, which served as the model, with but few alterations,

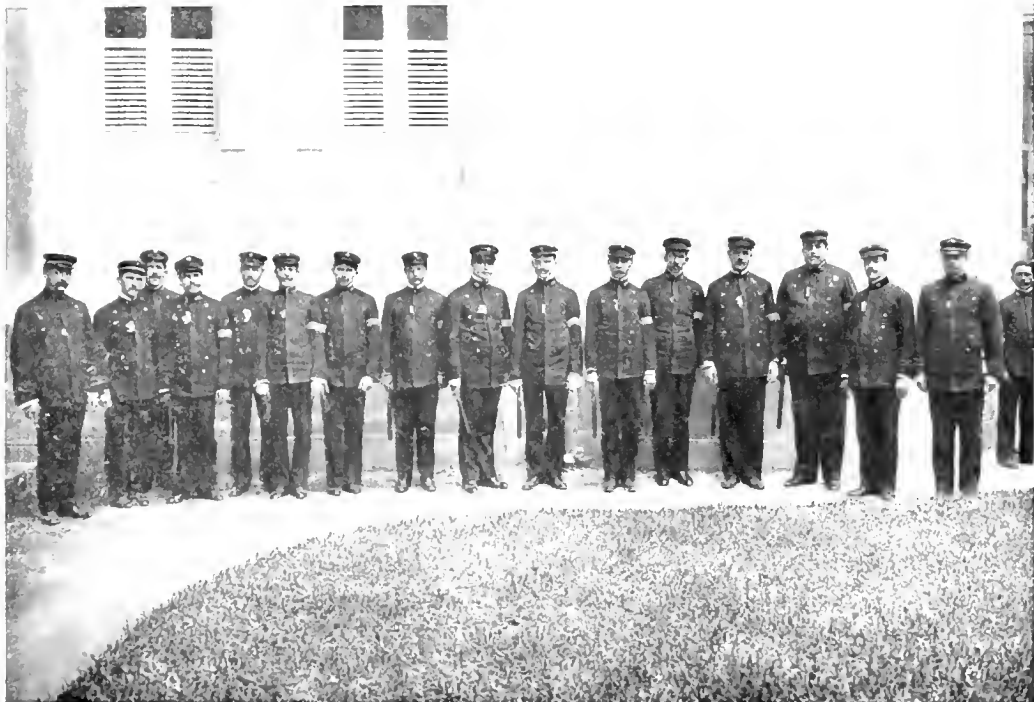
* Now Minister of Finance.



The Praça da Lapa and Praça da Glória.
A glimpse of the Military Parade on November 15th, the Anniversary of the Foundation of the Republic of Brazil.



Carioca Square.



Some smart Rio Policemen.

for the constitutional *régimen* of Brazil. The former "Provinces," converted into Federal States, have the faculty of legislating on all matters which are not expressly reserved for the Union. They must provide for the expenses and needs of their own government and administration except in the case of calamity or public disaster, when they may solicit the help of the Federal Government. The cases in which (exceptionally) the Government of the Union may interfere in affairs peculiar to the States are confined to: (a) repulsion of a foreign invasion, or that of one State into another; (b) maintenance of the federal republican form; (c) re-establishment of order in the States, at the request of the respective powers; and (d) the execution of the laws and sentences emanating from the Federal powers. The discrimination between the revenues of the States and of the Union is the object of special and minute provisions in the Federal Constitution. Thus, to the Union belong exclusively (1) the import duties on merchandise from abroad; (2) the duties paid by vessels upon their arrival and their sailing; (3) stamp duty for services of a Federal nature; and (4) Federal postages and telegrams. The States have authority to levy taxes (1) on exports of merchandise produced in their own States; (2) on real estate, rural and urban; (3) on the transfer of property; and (4) on industries and professions. The Union has, further, authority to legislate as to the weight, value, inscription, type, and denomination of coins, and as to banks which shall have the power of issuing notes. It fixes the standard of weights and measures which must be adopted throughout the Republic, regulates the international trade, as well as that of the States, between themselves and with the Federal District, and has charge of custom houses and ports, creating or suppressing intermediate ports. To the States belong the mines and waste lands situated in their

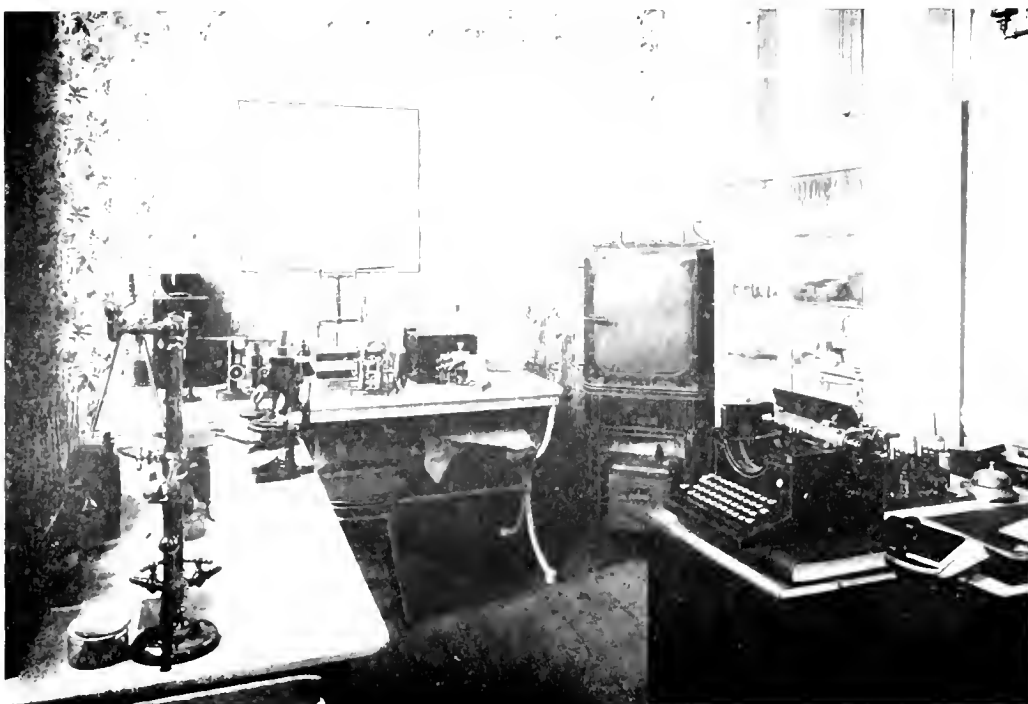
respective territories, and to the Union only such lands as may be indispensable for the defence of the frontiers, fortifications, military constructions, and Federal railways. Upon these general lines is established the division of authority between the States and the Union, with special rules laid down by the Constitution for any conflict between the Federal and State powers, the basic principle of which is that the authority of the States is the rule and that of the Union the exception.

With regard to legislation the powers are distinguished in this way: To the Union belongs the right to legislate on the civil and commercial laws throughout the whole of the Republic, as well as on the criminal law in the Federal District. To the States belongs the right to legislate on the civil and criminal processes in their respective territories. The judicial organisation also follows this duality. The judicial power is exercised by the Federal judicial authority, and by that of the States. To the Federal authority belong cases based on the provisions of the Federal Constitution—cases in which the Government of the Union is a party; litigation between one State and citizens of another or between citizens of different States when the laws are different; law-suits between foreign States and Brazilian citizens; law-suits brought by foreigners which are based on contracts with the Government of the Union or on treaties with other nations; all questions of maritime law and of navigation; questions of international law, criminal or civil; and all political crimes.

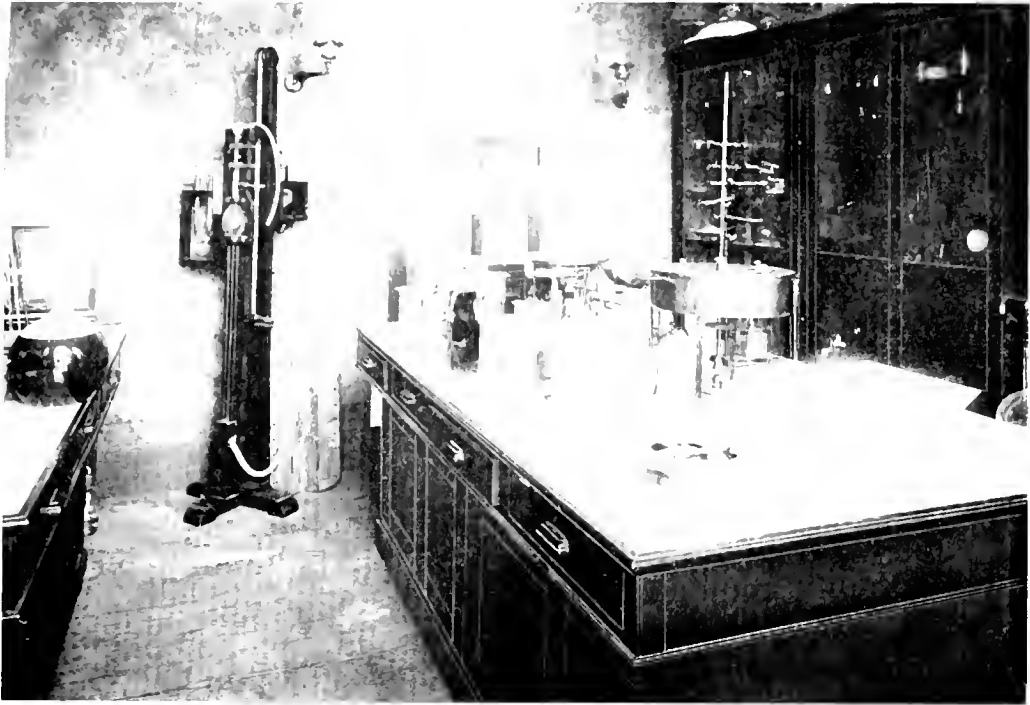
Federal justice is exercised by a Supreme Tribunal or Court composed of fifteen judges, and by as many judges in the Court of First Instance as Congress may appoint. The judges of the Federal Supreme Tribunal are nominated by the President of the Republic, subject to the ratification and approval of the Senate. The judges of the Court of



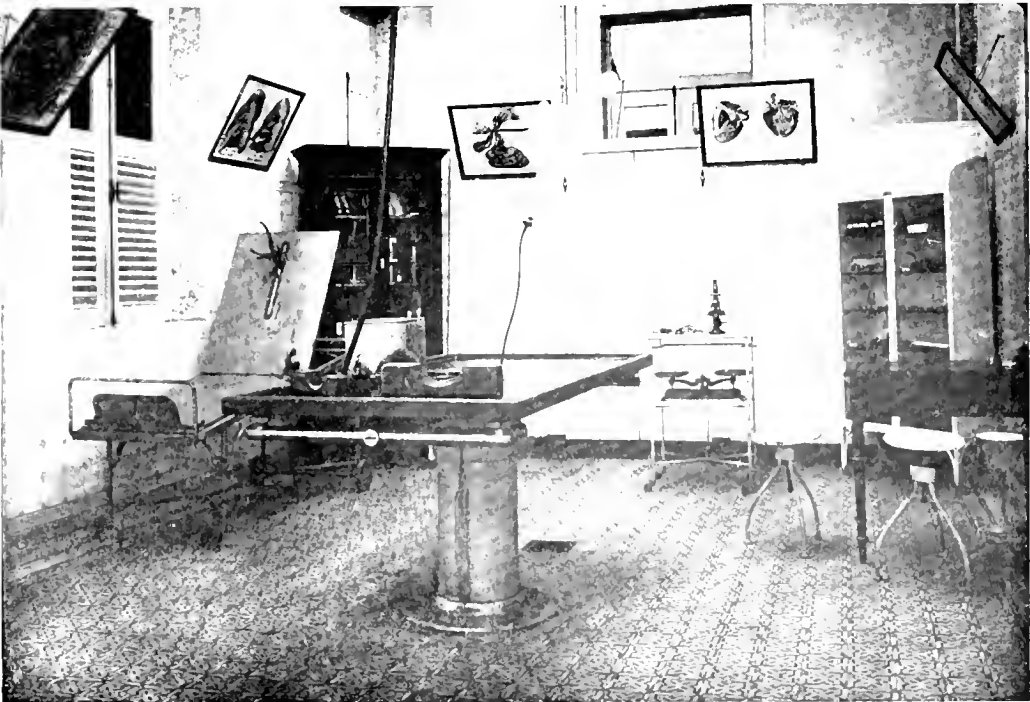
Rio Police: Entrance to the "House of Correction."



Police Bacteriological Laboratory.



Examination Laboratory of the Medico-Legal Service.



Operating Room of the Medico-Legal Service.

First Instance are nominated by the President, who chooses them from a list of three names which is presented to him by the Federal Supreme Tribunal. Both these appointments are for life and can only be forfeited by a judicial sentence. In addition to its attributes as the Court of Second Instance in regard to matters connected with the Federal justice, the Supreme Tribunal has also authority to judge criminal cases against the President of the Republic, State ministers, and diplomatic ministers; cases between the Union and the States, and of States between themselves; litigation between foreign countries and the Union or the States, as well as the claims of the same; conflicts of the judges in the Federal courts between themselves or with those of the States, as well as those between the courts or judges of one State with another. Laws passed since the Constitution have granted further powers to the Supreme Federal Tribunal, amongst which are found those of enforcing the judgments of foreign courts and of giving decisions in regard to requests for extradition.

A few other interesting constitutional points I may add here. Brazilian citizens are they who are born in Brazil, even when of foreign parentage; sons born of a Brazilian father or mother in a foreign country but who come to Brazil and settle down; sons of a Brazilian father who may be in a foreign country in the service of Brazil, even if they have no home in Brazil; foreigners who were in Brazil on November 15th, 1889, when the Republic was proclaimed, and did not declare within six months after the promulgation of the Constitution their wish to retain the nationality of their birth; strangers or foreigners who possess real estate in Brazil and are married to Brazilians, or have Brazilian sons, so long as they live in Brazil, except when they have manifested their intention of not changing

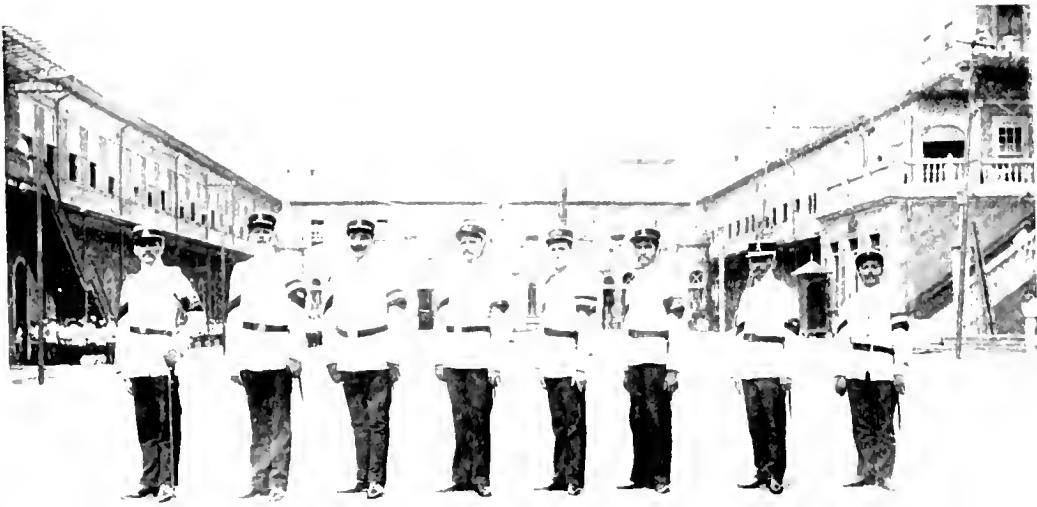
their nationality ; and foreigners who have become naturalised by any other means.

The elections are conducted on the basis of universal suffrage, in which all citizens over twenty-one years of age can take part, if they enrol themselves in accordance with the law, with the exception of beggars, illiterates, soldiers of the rank and file, the religious who belong to any monastic Order, and, in general, those who belong to any Order where they have sworn obedience. The elections, which are made by direct vote and secret scrutiny (public voting being, however, allowed), have as their basis the principle of the representation of minorities.

The Constitution assures to all Brazilians and foreigners residing in Brazil complete inviolability of rights relating to liberty and safety, whether of the individual or of property. Deprived, as strangers naturally are, of political rights, they are entirely on an equality with nationals in everything relating to the exercise of their civil rights. Public education is secular, and the law recognizes only civil marriages, the religious marriage being optional. Capital punishment does not exist, and full criminal responsibility begins at fourteen. Besides supervision of the march of justice the Minister of Justice and Home Affairs is of course concerned with public order, particularly in the Federal District and in the far-distant territory of Acre on the Upper Amazon, this being the property of the Union. He supervises the civil police of the Federal District, the military police, the national guard, the fire brigade, the civil register, the National Library, the National Institute of Music, the National School of Fine Arts, the Faculty of Medicine, and education generally. As I have suggested, a perusal of Dr. Rivadavia Corrêa's bulky annual reports conveys the impression of the very thorough administrator, and he has



Civil Police Headquarters, Rio.



Interpreters of the Military Police Force.



An Automobile of the Military Police Force.

unquestionably grappled energetically with the serious educational abuses which had been suffered so long by a careless body politic, that many Brazilians held degrees of law, medicine, and even engineering, to which they had no examinational rights.

THE CIVIL POLICE OF RIO.

I am in the altogether correct position of knowing only the Chief of Police of the Federal District, Dr. Belisario Fernandes da Silva Tavora * (Señor Chefe, as he is styled)—I have not run up against any of his “vigilantes.” There is a Brazilian expression, “Bem Ingles,” meaning “quite English.” Quite friendly, it is yet spoken mostly of an Englishman in his cups in a public place ; and it may be put down here that the Rio police are extremely tolerant of Englishmen and Americans who have dined too well. I feel compelled to haul in here our good American cousins, for they are notoriously good diners.

When I first saw the interesting figure of Dr. Belisario Tavora I came to the conclusion that he was a most formidable character, the type of man that I would rather have on my side in a dark alley scuffle than on the other side. When I had the honour of his acquaintance I had no reason to change this opinion, but I found a most amiable and gentle character who evidently hides under a polished courtesy great personal fearlessness and resolution. Well over six feet, bigly built, the Señor Chefe was born in 1865 in the district of Jaguaribe-mirim, in the northern State of Ceará. From practice as a barrister in the State of Espirito Santo and afterwards in the State of Amazonas, he finally came to Rio de Janeiro and turned his legal knowledge into police affairs, filling several important posts, and at times taking temporarily the duties of third, second,

* The present Chief of Police is Dr. Francisco Valladares.

and first Procurator of the Republic. He was appointed Chief of Police by Marshal Hermes da Fonseca, whose personal safety, so I gather, he supervises with a personal devotion. I learned subsequently that this big Cearense is a devoted husband and father, a strict Catholic, an untiring workman, devoid of cant, and enthusiastic in improving the status of the civil police. His care seems to have been to bow to the still prevalent under-staffing of his force, to introduce the latest scientific police methods of the day, and to study the always difficult problem of harmony between order of law and the convenience of the public. I have remarked the difference between the courtesy of the Rio police, in times of stress, and the arrogance of the police of another South American city which shall be nameless here.

Under Dr. Belisario Tavora's *régime*, perhaps the most notable innovation has been the establishment in 1911 of the School of Scientific Police, suggested and now directed by Dr. Elysio de Carvalho, under whose guidance I was conducted through the various and fascinating departments where he presides, the medico-legal laboratories, the dactylographic identification bureaux, the police library and criminal photography studios, the statistical department and the class-rooms of the Scientific Police School. I can most heartily recommend the curious visitor to solicit permission to visit these departments, for it is very likely he has not seen them in his own country, either willingly or under compulsion, and, besides seeing some most dramatic local exhibits of criminology, he will assuredly retire with a profound respect for the scientific side of Rio policemen-ship—in fact, these have elicited high encomiums from European professional criminologists.

Of course there is a wide difference between the general



Dr. Belisario da Silva Tavora.
Recently Chief of Police of Rio de Janeiro.

physique of Dr. Belisario Tavora's force and that of the noted London police. Government has not paid sufficient attention to this matter of physique, nor indeed to the pay of the force ; but from a photograph which the Chief allowed me to take in the central court of his headquarters, it will be gathered that there are some smart police in Rio. I regret I cannot present the reader with a lengthy description of this important feature of the city life ; I have to confine myself to a few notes and statistics picked at hazard.

You do not need to carry a revolver in Rio de Janeiro. Tram and motor traffic is dangerous as in any great capital ; drunkenness is rare, and I am inclined to think that crime is also. I have suffered twice from the pocket-picking fraternity, but it can be shown that the majority of this crowd is of the imported article. If Rio suffers at all, it is not in the number, or the failure in detection, or the immunity from arrest of criminals, but in an excessive leniency of the courts and juries, Brazilians themselves constantly remarking a curious public sympathy with the accused. There is another peculiar anomaly in Rio. Gambling is, I believe, prohibited by law ; but it is permitted openly under police control. The present Chief of Police, however, as the table which follows will show, has been severe on the abuse of this permission. Here are the comparative figures of cases of "contravention" tried in the Federal District for the years 1910 and 1911.

| | 1910. | 1911. |
|-----------------------|-------|-------|
| Gambling | 37 | 950 |
| Use of arms | 10 | 8 |
| Drunkenness | 15 | 3 |
| Vagabondage | 1,475 | 2,047 |
| Disorder | 27 | 28 |
| Various | 4 | 25 |
| | <hr/> | <hr/> |
| | 1,568 | 3,061 |
| | <hr/> | <hr/> |

During the year 1911, 2,770 persons were sent to prison and 1,234 lunatics were interned. The cases medico-legally investigated in the same year were as follows :—

| | | | |
|-------------------------------|-------|---------------------------|-------|
| Abortion | 1 | Sudden Death | 8 |
| Accidents | 495 | Stillborns | 27 |
| Insane | 1,251 | Births | 2 |
| Immorality and Rape | 329 | Health | 248 |
| Sickness | 77 | Suicides | 105 |
| Strangulation | 1 | Various | 158 |
| Homicides | 90 | Previous column | 4,606 |
| Age | 171 | | |
| Infanticides | 9 | Total | 5,154 |
| Bodily hurt | 2,182 | | |

For civil police purposes the Federal District is divided into 29 sections ; there are besides the maritime police and the military police. Taking the figures for 1911 for civil police alone, we shall see by comparison with London, Paris and New York how difficult must be the task of the Chief of Police of the Federal District. London, with a population of 7,000,000, had 21,000 policemen, or one to every 333 inhabitants ; Paris, 2,800,000, had 8,430, or one to every 332 inhabitants ; New York, 5,000,000, had 10,208, or one to every 489 inhabitants ; Rio, 1,000,000, with 1,400 policemen, has one to every 714 inhabitants. No doubt the persistent representations of Dr. Belisario Tavora will ultimately prevail with Congress. Recently the maritime police, engaged in the control of the huge Bay of Guanabara, and the surveillance of undesirable immigrants, has been strengthened both as to men and launches. No doubt many undesirable foreigners continue to escape the vigilance of this active department, but in 1911 some 315 people were prevented from landing, including 43 anarchists, 69 caftens or procurers, and 124 gypsies. There were 90



Guanabara Palace. Residence of President Marshal Hermes da Fonseca.

others disembarked under police care and deported, of whom seven were English, five German, two French, and one American.

Besides the departments depending on his central Administration, the Chief of Police supervises the various prisons, the asylums, and the correctional colony at Dous Rios. Like every other holder of high office, Dr. Belisario Tavora obtains his share of abuse from sections of the Carioca Press, and I have often been astonished at the virulence and unreasonableness of these attacks. Perhaps the scribes themselves would do better. But if a foreigner may add a word of commendation, I may affirm that improvements in the Rio Police in the last three years in smartness and general appearance and efficiency are obvious even in the streets.

THE MILITARY POLICE.

The Brazilian character evinces a curious combination of civilian gentleness and military combativeness, this admixture distinguishing it, to my mind, from all Spanish America. Directed into the right channel, that is to say, with complete civilian supremacy on the banks of the stream, the military current will at all times be found furiously formidable by an invader of the national territory. The military police force of Rio de Janeiro, corresponding, unfortunately, much to our Irish Constabulary, makes a very good show. Its presence in a great modern city is, however, a little incongruous. It has been drilled and marshalled, under President Hermes da Fonseca, by a fine soldier, administrator, and disciplinarian, Commandant José da Silva Pessôa, another of those many men in high office in Brazil who seem to put courtesy to strangers before all things.

Under the title *Brigada Policial do Districto Federal*, the force is composed as follows :—

- (a) *Etat-major*, fifty officers and officials ;
- (b) One cavalry regiment, thirty-three officers, 823 men ;
- (c) Five infantry battalions (three of seventeen officers, 538 men, and two of seventeen officers, 493 men) ;
- (d) Auxiliary service, nine officers, 281 men ;

giving a total of 177 officers and 3,659 men. This force is, at one and the same time, an assistant to the civil police, and a reserve of the military garrison of the Federal District. It had a budget for 1912 of rather more than £600,000, equivalent to about £150 per man per annum, or equivalent in Ireland, let us say, to £65 per man per annum, allowing for the respective purchasing power of the pound sterling. Among its general police duties is the provision of the daily guard for the National Treasury, the *Caixa de Conversão*, the Mint, and the *Caixa da Amortização*, or Sinking Fund Offices.

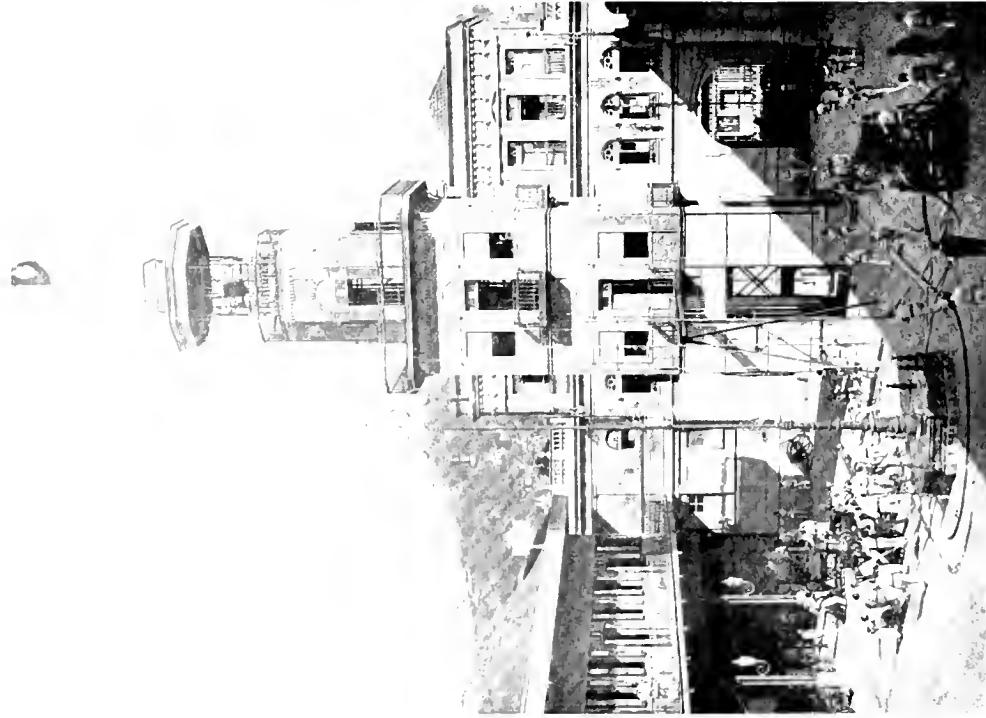
The headquarters of the brigade, a visit to which will interest and inform the stranger, are quite close to the Municipal Theatre and very spaciouly housed in the *Rua Evaristo da Veiga*. I have spent many an odd half-hour perambulating through these huge premises or watching assaults-at-arms and military drill in the great central courtyard. High up in the rear centre, where the Commandant's quarters are, is the pretty little chapel of *Nossa Senhora das Dóres* (Our Lady of Grief). Other barracks of the force are the cavalry quarters of the *Avenida Salvador de Sá*, and infantry quarters in *Rua São Clemente* (Botafogo) and in the Meyer, Andarahy, and Saude districts. The force is armed with the Brazilian Mauser rifle, which, of course, is not always carried during ordinary civil duty. There are 568 military police call-boxes erected or projected in the Federal District.



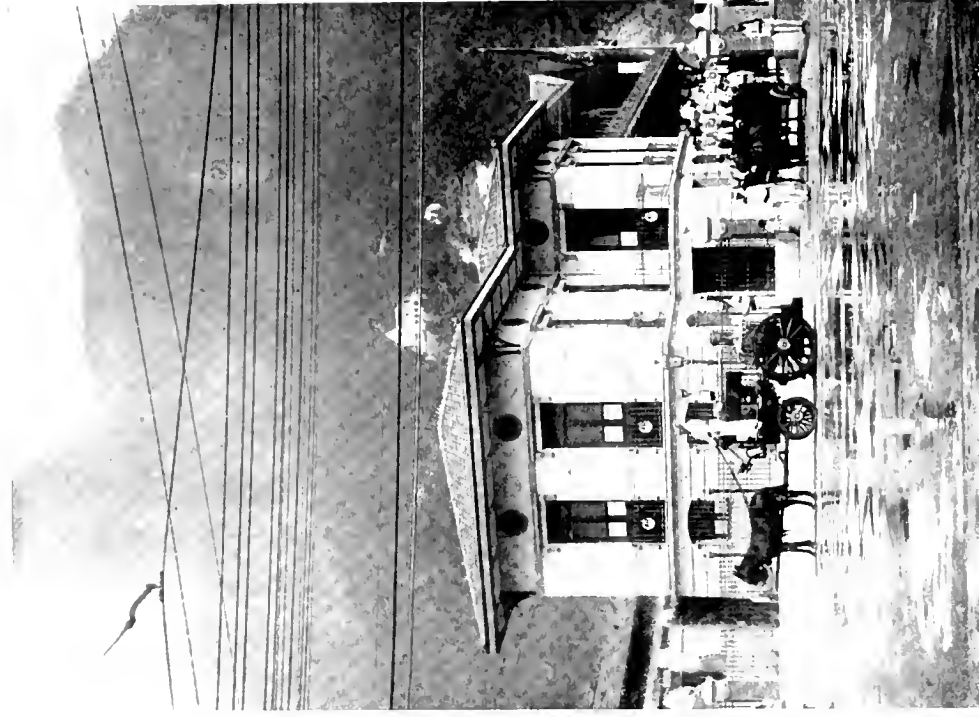
Military Police: A machine gun section.



At the Military Police Head-quarters.



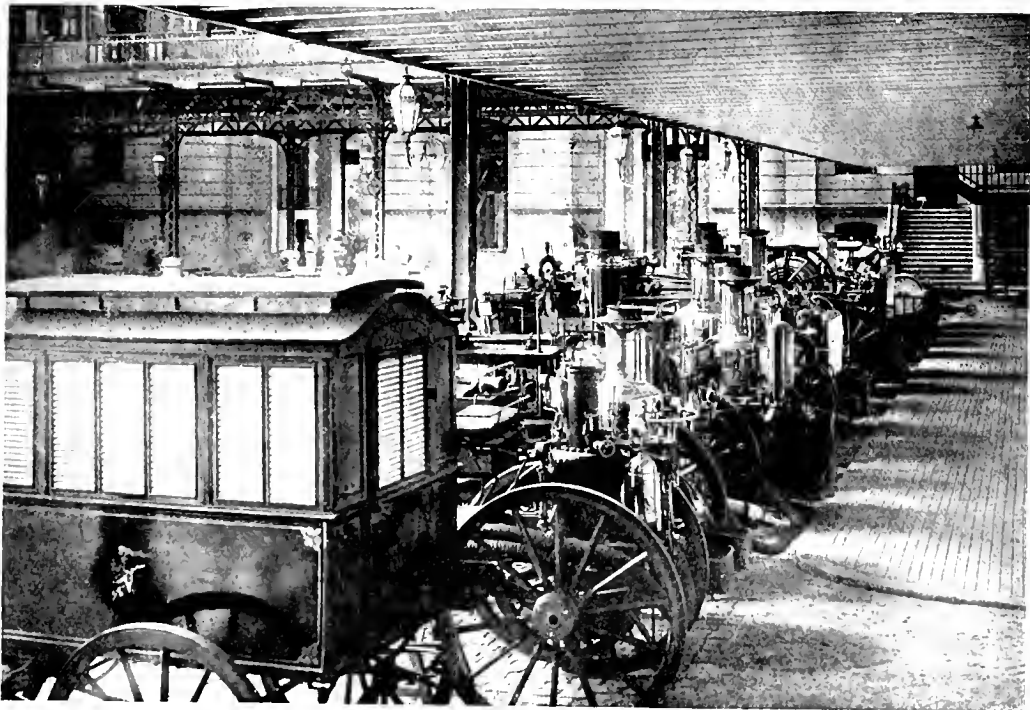
The Fire Brigade Head-quarters.



The Humaytá District Fire Station.



The Band of the Rio Fire Brigade.



A Corner of the Rio Fire Brigade's Head-quarters.

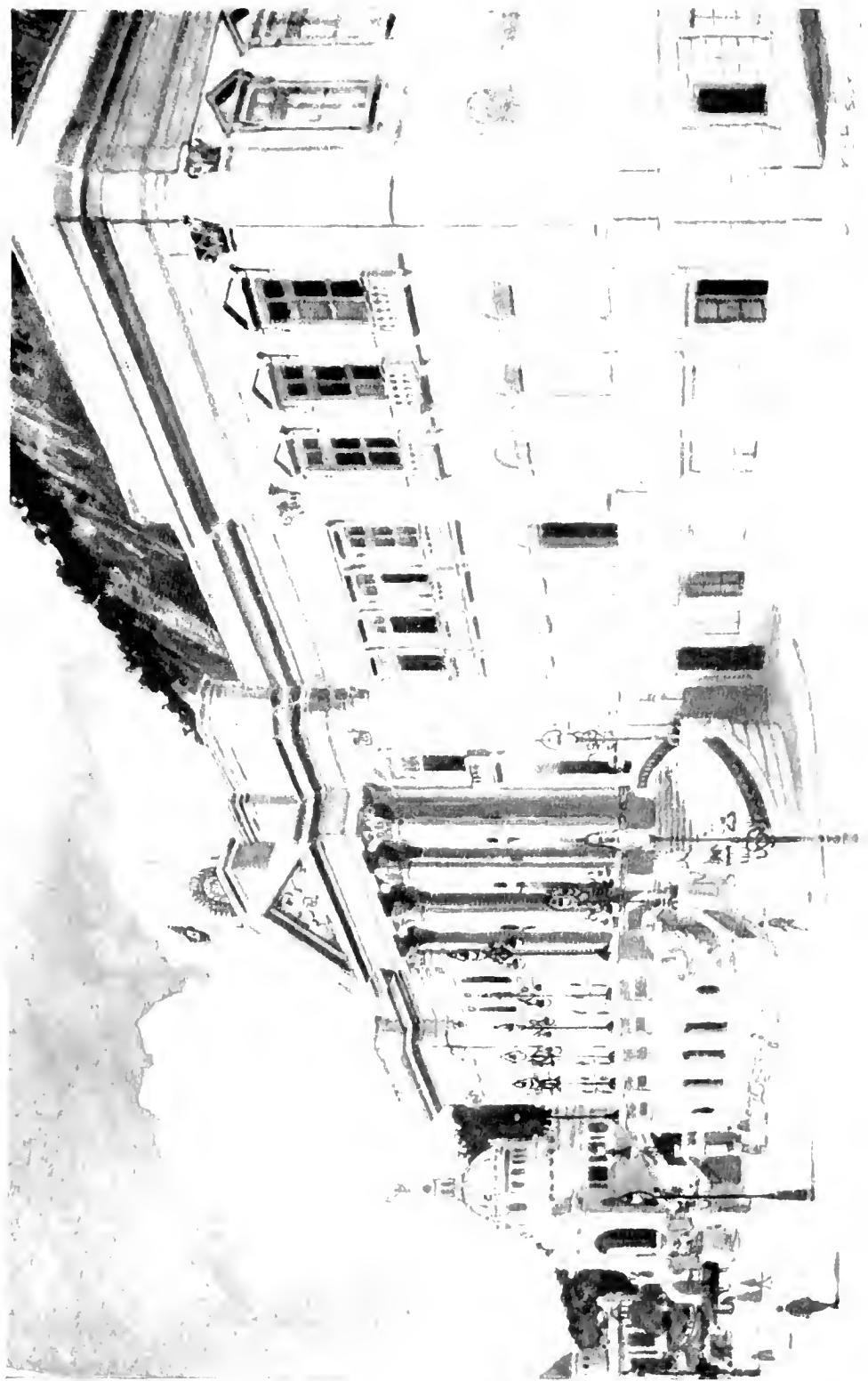
An air of smartness and strict discipline pervades the headquarters of the force and bespeaks the soldierly qualities of Commandant Silva Pessôa. Military swagger (such as a French colonel recently insisted upon in an order to his regiment) and the constant salute are everywhere in evidence. Again, the commandant has devoted himself passionately to the mental and physical instruction of his brigade. Recruits, actual soldiers of the corps, and sergeants have their special schools both for police and military instruction, especial attention being devoted to athletic exercises without arms. It may be of interest if I set down the final of the three periods of instruction. This consists of: (a) Physical Education: Gymnastics with arms; gymnastics on horseback; lance and sword combat for cavalry; bayonet drill for infantry recruits; (b) Practical Military Education, for the two arms: Squadron and company school; rifle shooting; drill and marching tactics; semaphore drill. Colonel Silva Pessôa congratulates the corps on a percentage of more than 70 per cent. in rifle shooting under war conditions at 300 metres. Finally, you may like to see Brutus in the fine Salle d'Armes at the headquarters. He is stuffed and wears on his silver collar the following inscription: "Constancia, Amor e Fidelidade ás praças do Corpo de Policia da Côrte na campanha do Paraguay." The date is 1866; the English is: "Constancy, Love and Fidelity to the soldiers of the Police Corps of the Court in the campaign of Paraguay."

CHAPTER XVI.

THE GARDEN MAGNIFICENT.

The Ministry of Agriculture.

I HAVE no hesitation in affirming that Brazilian generations unborn will hold in admiration the work of Pedro de Toledo, Minister of Agriculture, during the presidency of Marshal Hermes da Fonseca. We cannot appraise the future of Brazil. Humboldt, Bates, Wallace and Darwin have placed it very high. If that future does not lie in the magnificence of this gardenland, then I have travelled blind. It fell upon Pedro de Toledo to be called to conduct the progress of Agricultural Brazil at a critical period, when indebtedness was great, and initiative was small. To his Ministry are added the regulation of Industry and Commerce, and such by-products as Immigration, Colonization, and the civilization of Brazilian Indians. Concession hunters, financiers, inventors and foreigners of many degrees haunt his ante-chambers. I believe they carry away with them a real respect; and, more, a genuine sympathy, for the Minister—whether they obtain their wishes or less. Dr. Pedro de Toledo is a humorist. If you cannot bring humour to Brazil, take the next boat home. On the other hand, the more energetic you may be, the more will Brazilians respect you. Dr. Pedro de Toledo, like Mr. Balfour, has made enemies by his gift of doing a maximum amount of work with an apparent maximum of ease. Let me add that he is intensely patriotic and quite shrewd, and that his personal kindness



Ministry of Agriculture, Industry and Commerce, Prata Vermelha.



H.E. Dr. Pedro de Toledo.
Brazilian Minister to the Quirinal.

to me has, if this had been necessary, elevated his country in my regard. He happens also to be charged with the propaganda of Brazil in foreign lands, and I have thus no word of personal esteem to add; but I trust this scrap-book may do Brazil no disservice with the English-speaking race. Its shortcomings are not the Minister's; its inception is due to his assistance, and to that of his eminent colleague, the Minister for Foreign Affairs, Dr. Lauro Müller, also a great patron of Brazilian agriculture.

The Federal Ministry of Agriculture, Industry and Commerce is nobly housed, overlooking that delightful bay within a bay—the Botafogo horseshoe—and is overlooked by peremptory hills. It is unfortunately some four miles distant from the city centre. It was created a separate Government Department in 1909, under the previous Presidency. In 1910 Dr. Pedro de Toledo succeeded the first Minister, Dr. Rudolfo de Miranda. It is odd that the Republican Government should have existed some twenty years before fully realizing that in agriculture lies the immediate future wealth of Brazil. The present Minister is so fully convinced of this that he has exceeded his budget, and drawn upon him the idle anathemas of an urban-bred section of Congress. I shall merely endeavour here to give the reader some useful data upon the work of the Ministry, and the natural resources of Brazil. Not a chapter in a small book, but a large encyclopædia, each section handled by a professional, is the proper scope for a subject which I can only skip.

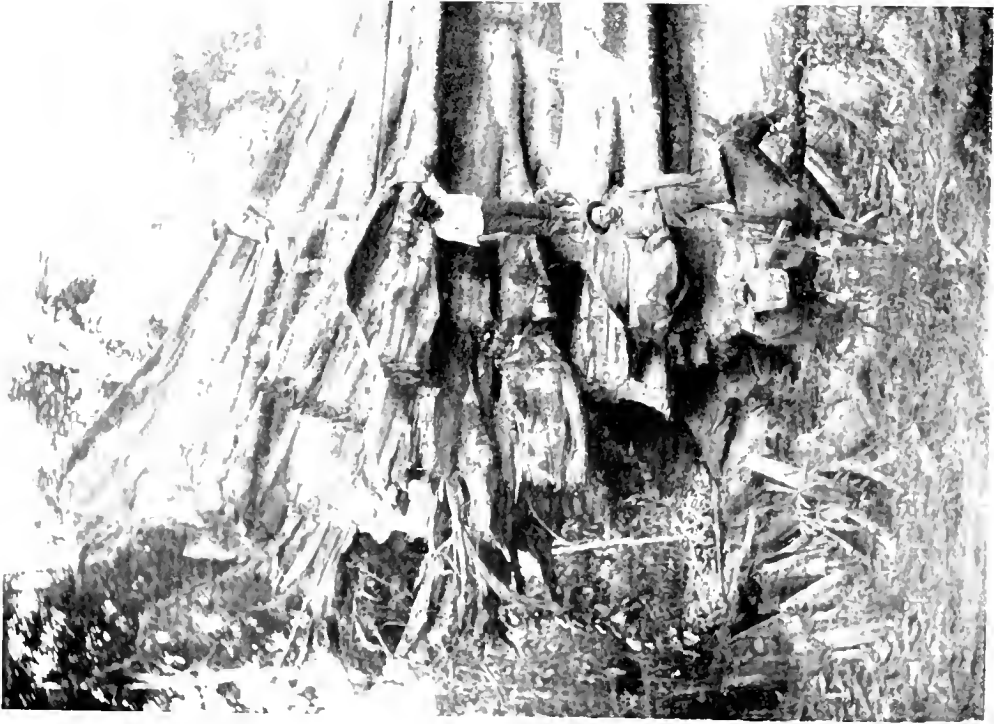
Immigration of capital and labour is the chief need of Brazil. Capital is proverbially shy, but greedy. The Brazilian Minister of the Departments I am now describing has to induce foreign capital to be venturesome and to

refuse it when too greedy. There is a plethora of capital offered constantly to the Minister of Ways and Communications for railroad and similar concessions, these frequently tacked on to ambitious mining deals, whereby the capitalist has to negotiate not only with that Minister, but also with the Minister of Agriculture, Industry and Commerce, under whose jurisdiction falls the mineral wealth of Brazil. It would seem that Brazilian Agriculture and the great problem of immigrant labour might profitably form the sole work of a single Minister. Perhaps this will be effected one day.

The immigration of labour is organized not only by Dr. de Toledo's Federal Ministry, but also by the separate States of Brazil, notably by São Paulo and the southern States of Paraná, Santa Catharina, and Rio Grande do Sul, and by Minas Geraes. But under Dr. de Toledo, Federal universal advertising for the *main-d'œuvre* has attained a pitch of excellence. I refer my readers to the *Official Bulletin* (even in English, to say nothing of other languages), published regularly at 191, Rue St. Honoré, Paris, and always full of valuable and as up-to-date information as the present condition of the country's statistics afford. To-day the Federal Government's inducements to immigrants, its paternal assistance to the separate States, its solicitude for the immigrant's comfort on arrival in Rio de Janeiro, its foundation of "colonial centres," its grants of free passages, advances of tools, seed, temporary homes, and professional advice, have become really on a par with the delightful agricultural attractions of this wonderful Republic. I am not out to advise British agricultural labourers to leave their mother-land for Brazil. Italy, Portugal, Spain, Central and Eastern Europe can supply what Brazil requires in this respect. It is, however, a different proposition when we



Residence of H.E. Dr. Pedro de Toledo, ex-Almister of Agriculture, Avenida Beña Mar



A big bit of Brazilian Timber.



The Pacification of the Indians. Col. Rondon trying on shirts in the far interior of Brazil.

consider the capitalist farmer. One stands astonished at the opportunities offered by Southern Brazil and the States of Rio de Janeiro, Minas Geraes, and (later on) Matto Grosso, to the capitalist farmer. To mention only five fields, there are fortunes to be made in hog-raising, dairy-farming, vegetable-growing, fruit-farming, and poultry-rearing, plus eggs—all of these needing only modest capital and shrewd attention to markets. I doubt if Canada or Australia offers anything like so rich a field for five, ten or twenty thousand pounds as Brazil; but, of course, a preliminary visit is a first necessity for an English or American capitalist farmer, and an able Brazilian assistant for partner another desirable asset.

In 1911, to take a sample year, the following immigrants entered Brazil :—

| | |
|-------------------------------|---------------|
| Portuguese | 47,493 |
| Spanish | 27,141 |
| Italians | 22,914 |
| Slavs | 14,013 |
| Turco-Arabs | 6,319 |
| Germans | 4,251 |
| Austro-Hungarians | 4,132 |
| Other Nationalities | 9,703 |
| Total | <hr/> 135,967 |

Of these, 118,000 were brought in British, German, French, and Italian ships, the British lines heading the list with 33,200. Yet in the same year only 1,157 English and 275 Americans arrived, and whether any of these could be styled immigrants in the sense that the word is used of Italians and Poles, etc., I am not aware. The Federal Government and certain States have established, I believe, 38 colonial “nucleus” spheres, any of which

is at the choice of the immigrant, so that loneliness need not beset him.

The Minister of Agriculture has next devoted his attention to agricultural education, so greatly needed in Brazil to eradicate ancient and wasteful ignorance, and to overcome the evil tendency towards "one-staple" reliance. The country has suffered greatly in the past from this unenlightened reliance on coffee crops in the south, sugar crops in the north-east, and the rubber crop in the north—when nature offers facilities for numberless varieties of crops. For instance, the Minister complains that Brazil, which has several large wheat and flour mills, imported flour and grain in 1911 to the value of £4,000,000, whereas it should be exporting wheat. Now an energetic educational crusade is in progress under the auspices of the Service of Agricultural Inspection and Defence, and the Service of Information and Advice, working in Rio and the States; these in their turn are aided by the Superior School of Agriculture and Veterinary Medicine in Rio, theory-practice schools of agriculture, agricultural apprentices and travelling courses of instruction and demonstration; these in their turn assisted by experimental stations, demonstration camps, model farms and meteorological and zootechnic posts. Already the results of the new crusade are visible in the national and State statistics. Meanwhile, urged by the growing competition of British Malayan planted rubber, now producing rather more than Brazil and at a lower price, the Minister is making a serious effort to introduce order, economy, labour and reduction of transport charges and excise duties—and "planted" rubber—into the hitherto haphazard, wasteful, highly penalised natural rubber wealth of the great Amazon Valley.

A curious new creed of the Brazilian mind has also found



Beauty: An Eight-Inch Butterfly—



—and the Beast.

a warm adherent in Dr. de Toledo, and, indeed, in Marshal Hermes da Fonseca's entire Government. I refer to the Service for the Protection of Indians, which aims at civilizing the savage tribes or remnants of tribes in the vast interior, dressing them, and inducing them to adopt agricultural pursuits. This service has as its most brilliant star the gallant Brazilian, Colonel Rondon, a man who has for years roughed and risked the perils of the interior of Matto Grosso with the quiet confidence of a soldier philanthropist.

I have headed this chapter "The Garden Magnificent," for as such Brazil may truly be described. Unfortunately, space does not allow me to do more than sketch most rapidly some of her wealth and beauty. All fall within the sphere of the Minister of Agriculture.

Everybody knows, I suppose, that this is the land of the orchid, the humming bird and the butterfly, of the alligator, the tapir, the jaguar, and the anaconda, the parrot in his swarms, the monkey and marmoset in their swarms, and a wealth of insect life, of flowers, of fruits, and wonderful woods and plants and medicinal herbs, besides what we have already seen of its coffee, rubber, sugar, cotton, cereals, and herba-matté. The idea has to be corrected that it is purely tropical, for the great elevation of a full third of it above the sea—extensive plateaux of 2,000 to 4,000 feet above sea level—with vast prairies and grazing lands, renders much of it like the lands of the Northern Mediterranean and Asia Minor. It is a land of great and myriad rivers, mountains of iron, and mineral wealth of almost every kind. The mining laws have been recast, but as yet, according to many mining experts, the mineral wealth has hardly been scratched, although worked since the time of the earliest Portuguese conquistadores. I

will name here some minerals that have been found in Brazil :—

| | | |
|----------------------------------|-----------------------|---------------|
| Achroite. | Copper. | Platinum. |
| Actinolite. | Diamonds. | Pumice Stone |
| Agates. | Emery. | Rock Crystal. |
| Amethysts. | Garnet. | Ruby. |
| Analcime. | Galena. | Salt. |
| Andalusites. | Gold. | Saltpetre. |
| Aquamarines. | Graphite. | Sapphire. |
| Arsenic. | Iolite. | Silver. |
| Asbestos. | Iron. | Sphene. |
| Barium. | Jasper. | Spinel. |
| Bindheimite. | Kaolin. | Sulphur. |
| Bismuth. | Manganese. | Talc. |
| Blende. | Marble. | Tin. |
| Chrysoberyl. | Mica. | Topaz. |
| Chrome. | Monazitic Sands. | Tourmalines. |
| Cinnabar. | Nickel. | Wolframite. |
| Citrine. | Opal. | Xenotime. |
| Coal (Bitumen and Petroleum). | Pearls. Phenakite. | Zeolites. |

The richest mineral district of Brazil, so far as is known, lies in the States Bahia, Minas Geraes, Espirito Santo, Rio de Janeiro, and Northern São Paulo. In the southern States useful coal measures are now being worked, and national coal is being used by the Brazilian Lloyd steamers. Petroleum has been recently discovered at Ibitinga, São Paulo ; a low grade asphalt occurs in the sandstone at Bofete, and a vast sedimentary deposit of bituminous shale exists along the river Parahyba at Taubaté, in the same State. Dr. Orville Derby, the eminent American geologist, has been for many years the Government Adviser on Mineralogy.

Dr. Willis, an Englishman, late Superintendent of the Gardens in Ceylon, is director of the famous Botanical Gardens of Rio de Janeiro. The flora of Brazil is entirely beyond my scope here, but I may give an inventory of some



London

A portion of the Avenue of Royal Palms, Botanical Gardens.

of the principal fruits. In the winter season, in the southern States and the central highlands, all fruit-bearing plants and vegetables common to the northern parts of the world flourish, and give abundantly, although not yet cultivated on any large scale. The vine, apple, cherry, strawberry, peach, pear, plum, have all an ample field here. We have next a goodly array of tropical fruit in great profusion, whether wild or cultivated; the abacati, ananaz (abacaxi or pineapple), abieiro, par apricot, araa, caju, cactus fruits, bread fruit, conde fruit, cherimolia, jambo-rosa, guava, jaboticabeira, the orange, lime and lemon, citrus, mamoeiro, mango, banana, mangostao, maracuja, sapoti, pitangueira, gabiropa and toranjeira—very nice names and very nice fruits for you who have neither tasted nor pronounced them. The fruit export trade is almost *nil*, yet many of these fruits are entirely unknown in Europe, apart from the great staples, orange, guava, banana and pineapple, for which Europe offers so great a market. I have yet to mention the olive, tomato, cucumber, melon, mulberry, and, of course, the nuts. There are great openings for apiculture and sericulture; and viticulture is now going ahead, although as yet Brazilian wines are of no great flavour or delicacy.

There remains to be mentioned one other industry, the pastoral, which is as yet far from what it may become. One looks forward to the day when Brazilian cattle, sheep and hogs will enter into serious competition with other great livestock producing countries. It is difficult to get at accurate figures, but there must be over 15,000,000 head of cattle in the various States, the bulk being in Rio Grande do Sul. Quite recently the importation of pedigree stock from the United Kingdom and Europe has assumed respectable dimensions, fostered by enlightened action on the part of the present Minister. Durhams, Jerseys and Herefords, also the Swiss

type, Simmenthal, have recently been imported in various States, but probably the Devon will be found the most suitable sires for Brazilian breeding, as tending to put on the largest weight in flesh. As regards sheep, the best prospects are naturally in the southern States, but outside of São Paulo, not much experimenting has yet been done. Oxfords, Southdown, Hampshires, Rambouillet and the Romney Marsh have been imported, and here again satisfactory activity is being shown. In Rio Grande do Sul, it is true, there are already over 1,800,000 head of sheep, but the Republic's vast lands could easily allow of ten times this number. Sportsmen have played the lone hand in the matter of race-horses until now, but recently the Minister of War, in conjunction with the Minister of Agriculture, has been commissioned to improve the local breed with foreign stock. The bulk of the carrying trade in Brazil rests on the backs of the excellent mules, and more of these are at present imported than should be the case. I should mention here that the Government now gives premiums to importers of pedigree stock for breeding purposes at the following rates in milreis (paper), subject to certain conditions and certificates which must be rendered in the Portuguese language :—

| Animal. | Europe to any port in Brazil. | From U.S.A. | | From River Plate. | |
|-----------------|-------------------------------|-------------|-----------|-------------------|-----------|
| | | To North. | To South. | To North. | To South. |
| Bull . . . | 500 | 300 | 500 | 400 | 250 |
| Stallion . . . | 600 | 350 | 600 | 450 | 300 |
| Jackass . . . | 400 | 250 | 400 | 250 | 200 |
| Hog . . . | 150 | 100 | 156 | 120 | 80 |
| Ram . . . | 120 | 80 | 120 | 90 | 60 |
| Goat . . . | 120 | 80 | 120 | 90 | 60 |
| Sheep-dog . . . | 100 | 70 | 100 | 80 | 40 |
| Poultry . . . | 10 | 6 | 10 | 8 | 5 |

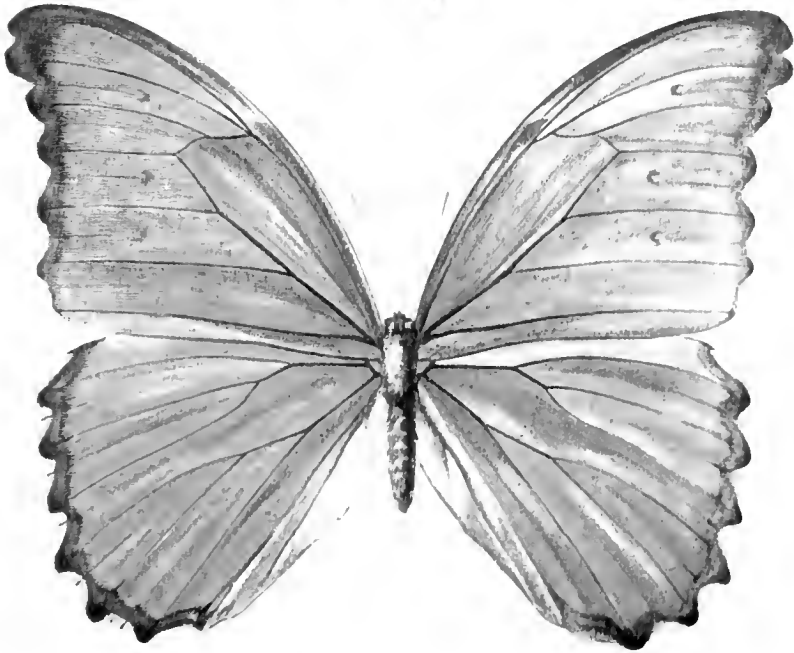


Morpho Cypris

Ancyluris
formosissim.



Thecla Coronata
(male)



Morpho
Codartii

PATHEM WILSON.

Some of Rio's Butterflies.

Actual specimens supplied by Mr. W. R. Deighton, London.





Tymbiras Indians of the State of Maranhão.
L: Pedro Dant... and li: Interpreter.



Nhambiquaras Indians of the State of Matto Grosso, pacified by Colonel Rondon, but not yet fully dressed.

Last, the Government is devoting serious attention to Brazilian fisheries, and in January, 1912, organized an Inspectorate of Fishery. Not only in her vast Atlantic coast line, but notably in her great rivers, Brazil abounds in a multitude of species of fish. It has been stated that the Amazon alone contains as many kinds of fish as the whole Atlantic. There seems no reason why trout and even salmon should not be acclimatized. Herrings, mackerel, turbot, soles and such northern fish are only obtainable at Rio restaurants, *viâ* the cold storage holds of the Royal Mail and other liners, but the national waters yield very excellent eating of their many finny tribes.

In this imperfect sketch I hope to have shown something of the wealth of what I have called "The Garden Magnificent," and to have placed on record the excellent activity now animating Marshal Hermes da Fonseca's Government. If I have interested any readers to inquire further into the splendid openings for capital in these many fields, I need only add that on application to the important Department of State presided over by Dr. Pedro de Toledo * full data may be immediately obtained, and the most ready courtesy towards foreigners.

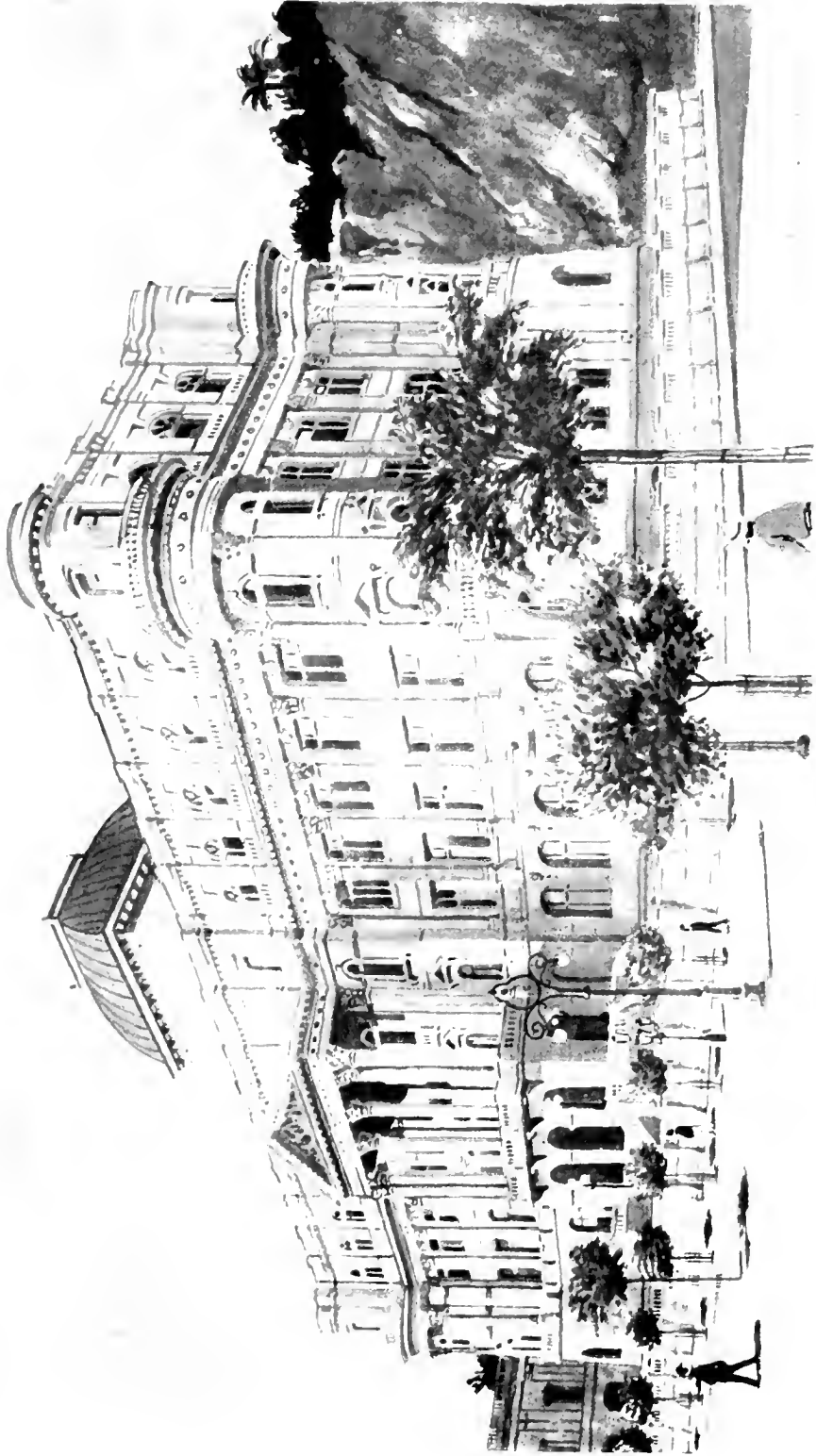
* Since the above was written my kind patron, Dr. Pedro de Toledo, has vacated his office, having been appointed on November 21, 1913, Minister Plenipotentiary at Rome.

CHAPTER XVII.

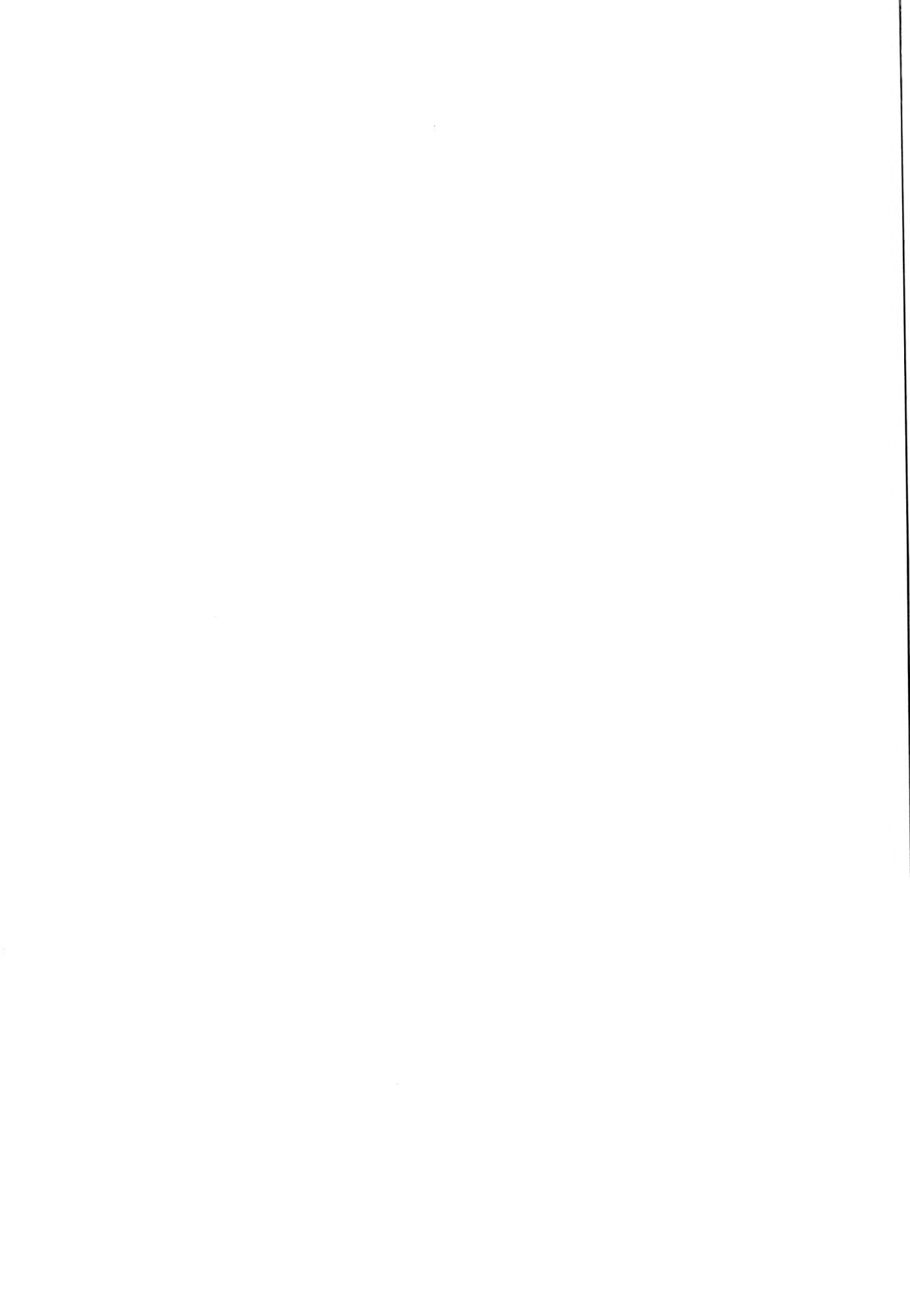
THE NATIONAL LIBRARY AND THE ARTS.

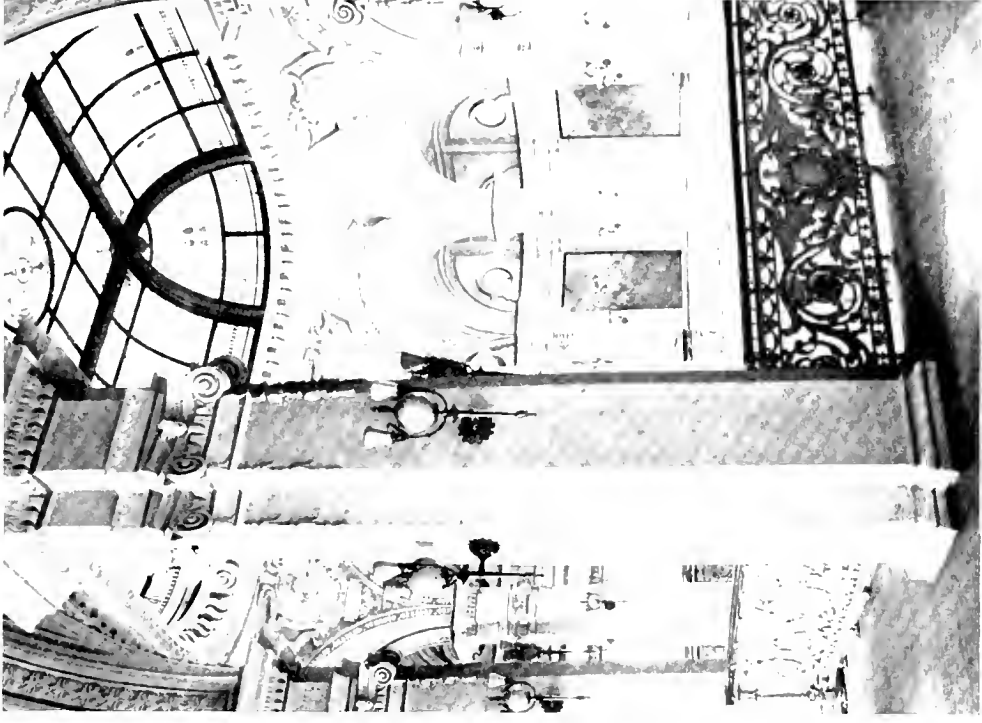
THIS is a subject quite beyond my critical competence whether from the artistic or linguistic point of view, and if I open it here, I do so merely to escape the slur of omitting any reference to a most important factor in the life of a people. I have, however, sufficient Portuguese to respect profoundly the earnest efforts of literary, dramatic and musical Brazil to claim the attention of the nations. She has laboured and must still continue to labour under the disadvantage of her medium. The Portuguese language, despite the fame of Camoens' "Luziadas" and the homage of men like Byron, is not a world language. Neither, indeed, has the language produced a great array of masters. But it is unquestionable that Brazilian Portuguese has assisted notably to remove this reproach and bids fair to obtain a greater recognition of this most Latinised of the Latin tongues. If I may venture an opinion, Portuguese is much more difficult and complex than Spanish, much less regular than Italian, has greater powers of assimilation than French, and is less musically built than any of these others. I think also it is admitted that lexicographically the Portuguese and Brazilians have somewhat neglected their language, just as they also seem to neglect the dramatic for the lyric.

The foreigner will do well to visit the National Library in Rio de Janeiro with its splendid rooms and halls. The National Library is the best-equipped and the best-housed institution of its kind in South America. It was founded by the Prince Regent of Portugal, Dom João, afterwards King

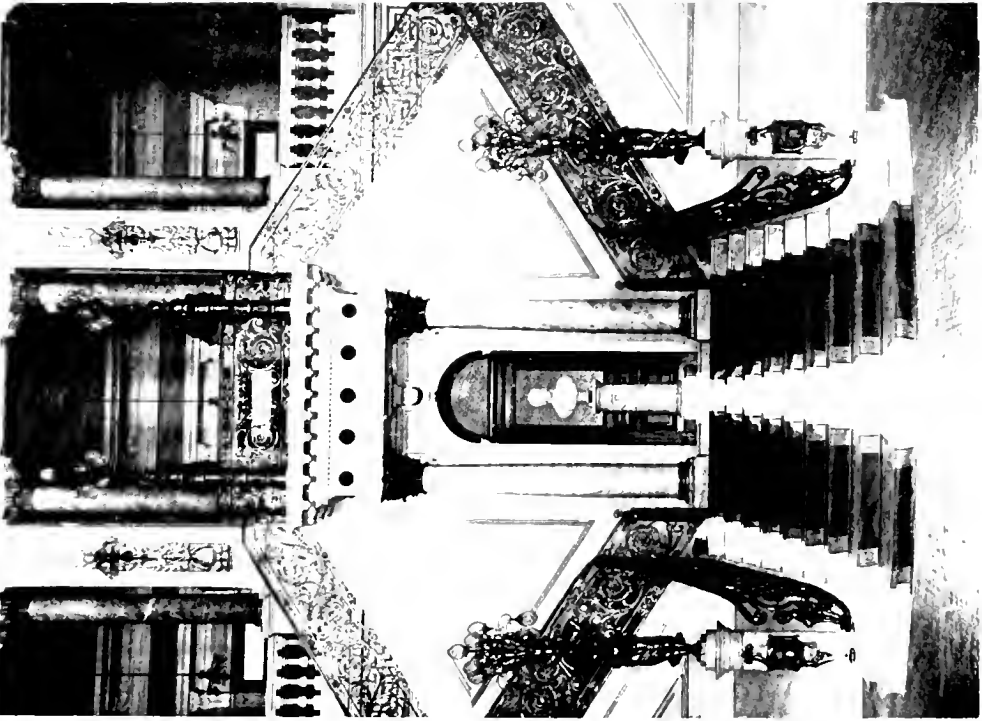


The National Library, Avenida Rio Branco.
The Home of a Mazarrin Bible and a First Edition of the *Luziada*





National Library: a corner of the gallery overlooking the public reading hall.



The National Library staircase.

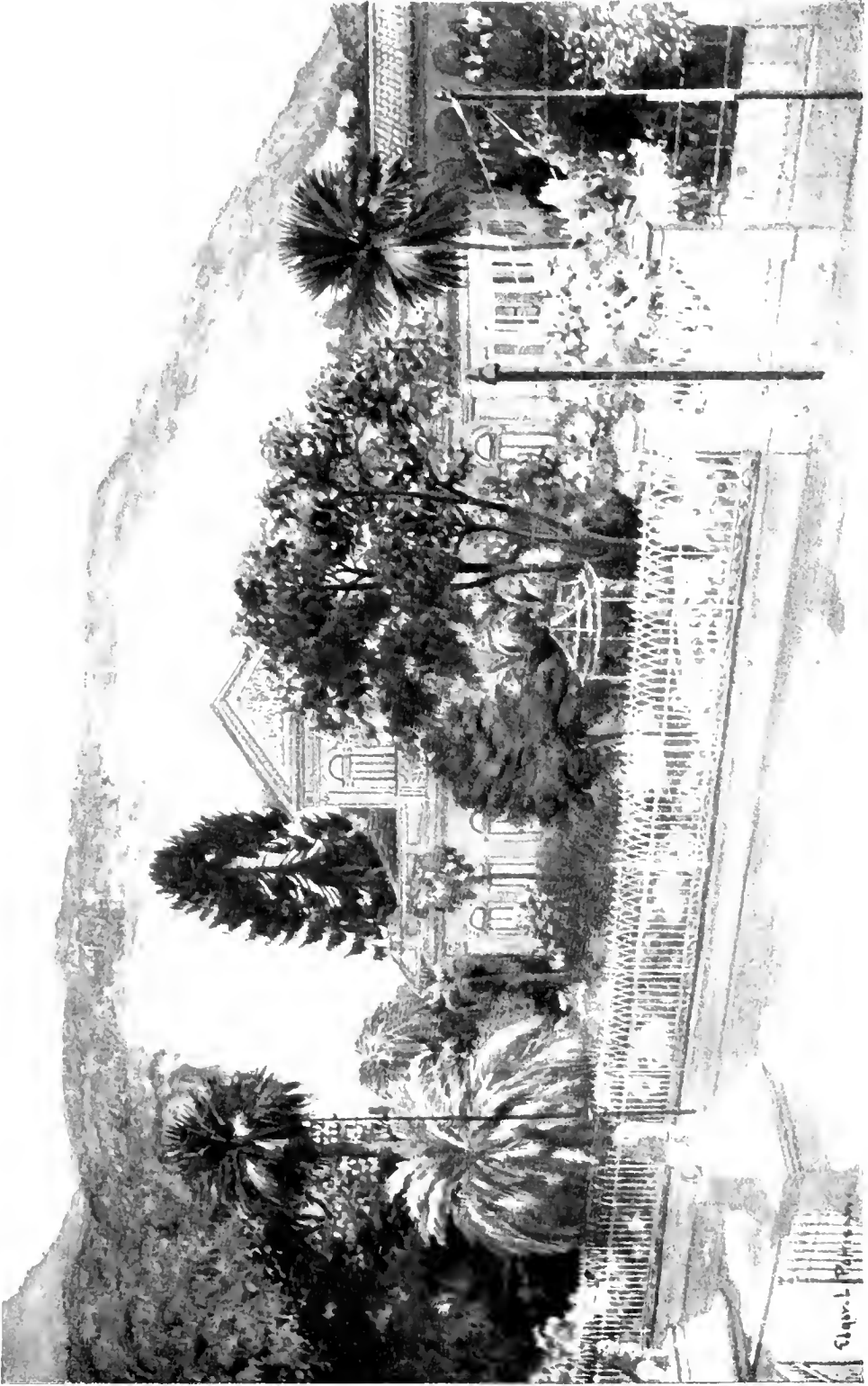


João VI., who on coming to Rio de Janeiro in 1808 brought with him the Portuguese Royal Library, which consisted of some 60,000 volumes of old works. This number has since been greatly increased, by purchase of books and by presentations of volumes, amongst the most notable of which were those of Dom Pedro II., who added 50,000 volumes to the library from his collection, Senhor João Antonio Marquese, who presented 6,000 volumes of selected works, and Dr. Julio Benedicto Ottoni, the well-known manufacturer, who purchased and presented to the library the splendid "Brazilian Collection," collected and catalogued by Dr. José Carlos Rodrigues. The national collection has also been largely augmented as a result of the law which provides that a copy of every work published in Brazil shall be forwarded to the library. The number of volumes, manuscripts, etc., in the Library, in 1911 was: 316,167 printed volumes, 569,643 manuscripts, 6,876 geographical maps, 123,182 pictures, and 28,709 coins and medals. The National Library was at first housed in a large building at Largo da Lapa, but was later on transferred to the architecturally handsome pile in the Avenida Rio Branco, which it now occupies. The construction of this building was ordered by Dr. J. J. Seabra, when Minister of the Interior under the Government of Dr. Rodrigues Alves, the architect being General F. M. de Souza Aguiar. It was opened in 1910 in commemoration of the centenary of the foundation of the library. The building is fireproof and isolated from other buildings, and in every way suitable to house the valuable collection which it contains. The furniture is all of steel, and the elaborate manner in which the library is equipped makes it one of the best appointed in the world. It is divided into four sections: for printed matter, manuscripts, drawings, geographical maps and pictures and coins and medals. In each there is a temporary exhibition

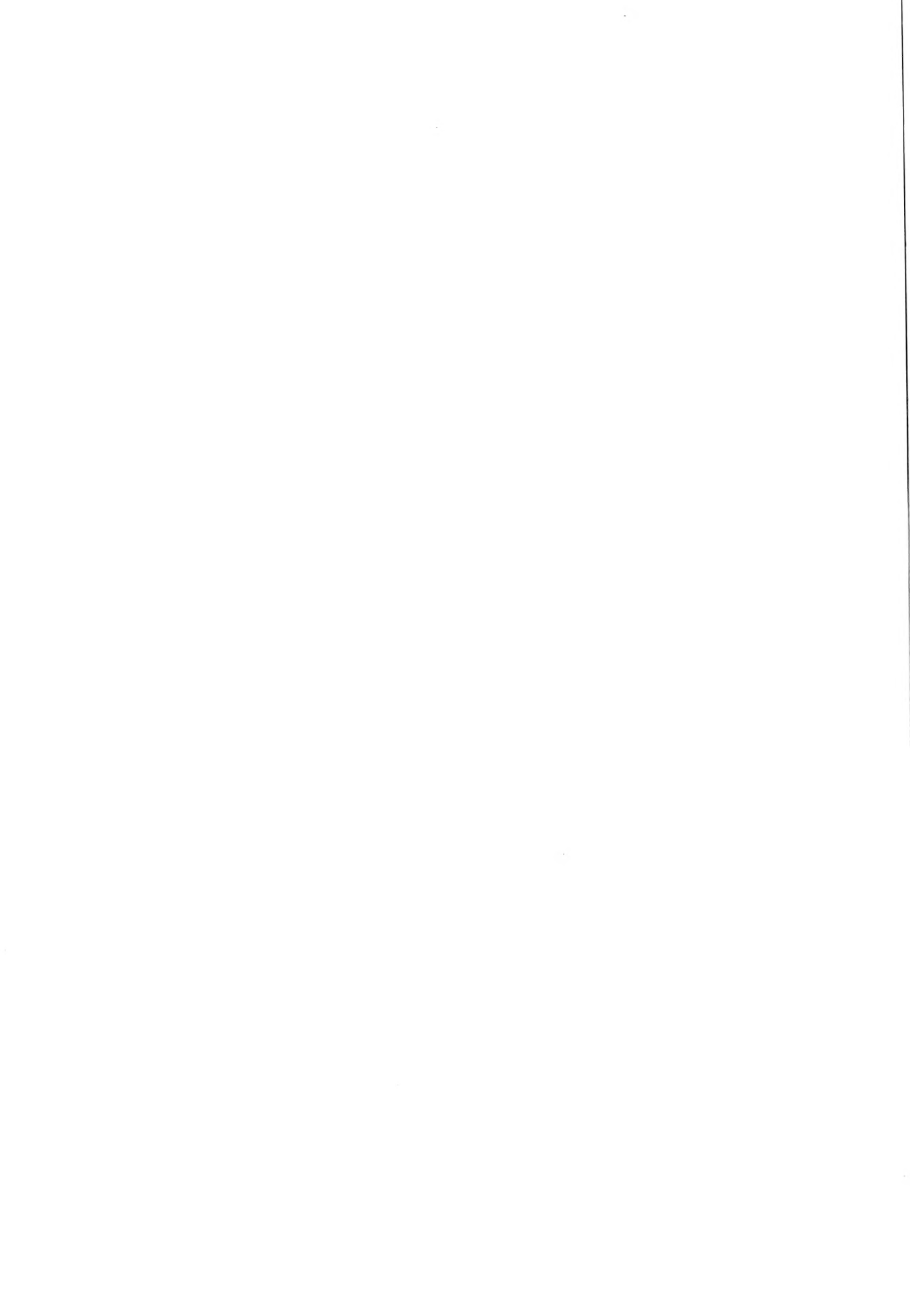
of part of the collection. Besides the main reading hall, which has 136 seats for the accommodation of the public, there is a special room for those who wish to consult papers and reviews. The books are stored in special rooms with glass floors and a capacity of 500,000 volumes, only half the capacity of the section of the building reserved for printed matter. Numerous manuscripts, valuable editions, precious codices, drawings by old masters and other literary treasures, contribute to making the library a rich treasure house and the pride of Brazil. The secretary's department has charge of the international exchange of books, the registration of copyrights, literary, artistic and scientific, the printing and binding works which the library maintains for its own use, the library service generally and the care of documents and official publications. Dr. Manoel Cicero Peregrino da Silva has been director of the library since 1900, and under his scholarly guidance and that of his secretaries I have turned the pages of some of the nation's most valuable literary prizes. The amours of Dom Pedro I. are here recorded in some amazing epistolary archives, not very far away from the Mazarin Bible and a first edition of the "Luziadas."

In the last seventy years, to go no further back, some great literary names stand out : the poets, Magalhaes, Porto Alegre and Gonçalves Diaz ; the novelists and dramatists, Manoel de Macedo and José de Alencar, and the versatile master, Machado de Assis. To these, to mention only a very few of the most modern writers, may be added Joaquim Nabuco, Ruy Barboza, Mello Moraes, Assiz Brazil, Graça Aranha, Coelho Netto, Alcindo Guanabara, Sylvio Romero (the folk-lorist), Affonzo Celso, Capistrano de Abreu (the historian), and the critic, José Verissimo. Among women writers, a universally high place is held by Madame Julia Lopes de Almeida.

In music we have Carlos Gomez, whose operas have been



Residence of Senator Rui Barbosa, Rua São Clemente



played throughout the world, Alberto Nepomuceno, Leopoldo Miguez, Alexandre Levy, Meneleu Campos, Francisco Braga, Carlos de Mesquita, Arthur Napoleão, the brilliant pianist who gave concerts in London at nine years of age, and Henrique Oswald, winner of the *Figaro's* international contest against 600 competitors. In art, in which in my humble opinion Brazil has yet much ground to make up, the principal painters are Aurelio de Figueiredo, Rodolpho Amoedo, Antonio de Parreiras, Rodolpho Chambelland, Elyseu Visconte, J. Baptista and Henrique Bernadelli. But above all these, I should imagine, ranks the brilliant and prolific national sculptor Rodolpho Bernadelli. Bernadelli's work may be seen all over Rio in the parks and squares. He has one gifted pupil in Corrêa Lima. Brazilian literature is encouraged by many academies of letters in the various States, but the central body is the Brazilian Academy of Letters with its official seat in Rio de Janeiro, and limited to the august number of 40 immortals. In Rio also, music has its National Institute, and painting, the Academy of Fine Arts. Amidst much rampant commercialism, natural to the new world, Brazilian romanticism and lyrical intensity of feeling will not be denied.

CHAPTER XVIII.

SPORT AND LOTTERIES.

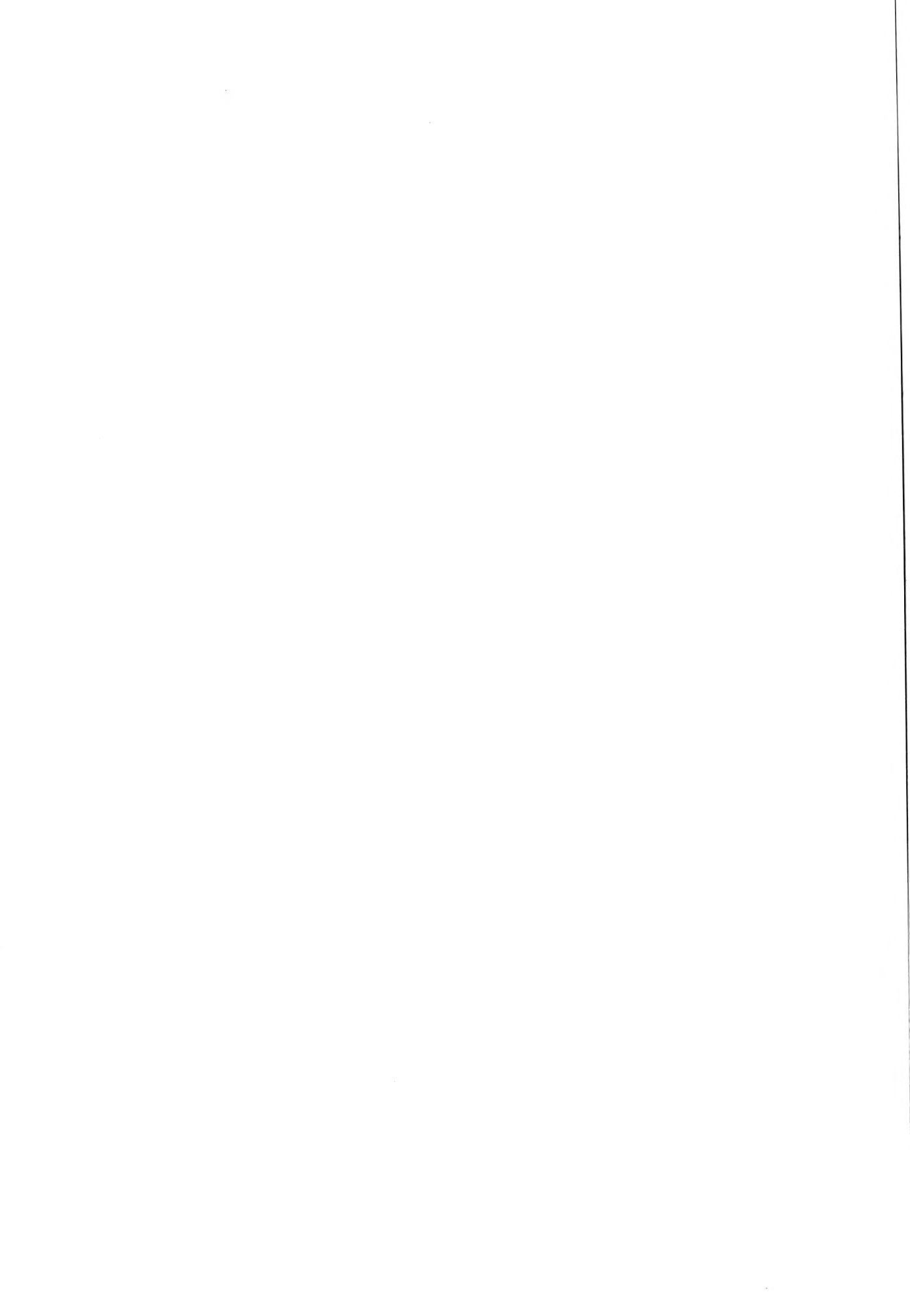
THERE may be no obvious connection between the two subjects which head this chapter ; but if the courting of danger and physical exhaustion for pleasure and prize adds to the gaiety of life, so also, we may suppose, does the daily chance of transferring other people's money into your own pockets. Rio de Janeiro, despite the claims of São Paulo which is situated climatically in a more favoured position, is the metropolis of Brazilian sport, such as that sport at present is. One cannot yet hail the Brazilians as a nation of sportsmen, although they have always had the first requisite qualities of daring and ambition ; but we need not forget that they produced Santos Dumont, and that latterly Chaves aeroplaned across the mountain-chain that divides São Paulo from Rio de Janeiro. In Rio de Janeiro climatic insistence makes sport of nearly every kind a very severe tax on the human frame during at least five months in the year. It is then a little surprising that, in a census recently taken of its readers by a Carioca daily, as to the king of sports, association football headed the list. Various enthusiasts recorded their reasons for this choice, and it remains an enigma to me why a sport that prohibits the use of the human hand should appeal so especially to Brazilians. The fact, however, is that "soccer" first, then rowing, and then horse-racing, with lawn tennis a long way next, and athletics almost nowhere, is the order of popularity of sport in Rio. It is really only in the last fifteen or twenty years that these games have been



Botafogo Bay, where the Rio regattas are held.



The Paysandú Cricket Club Ground.



earnestly taken up, and yet with the material at her command Brazil ought not to be very far from the day when her athletes enter for the Olympic Games. There is one defect which I venture to think holds her back : the indifference of the Brazilian woman to the value and charm of sport ; her aversion from exercise. Lawn-tennis has made very little headway, while golf is absolutely unknown. In the purely masculine sphere cricket has not taken on, and the princely game of polo does not exist. Under the spell of international rivalry, school and college athletics and gymnastics are now being cultivated, and her friends must hope to see Brazil follow the new lead of France among the Latin nations in these important fields.

Remain association football, rowing and horse-racing as the chief items of Carioca sport. The first is represented by many clubs, and is astonishingly popular ; we have among the leaders the " Fluminense," " Botafogo," " America," " Paysandú," and the " Rio Cricket and Athletic " Clubs, and the sport provides seasonal inter-club, first and second eleven matches, also matches with São Paulo, and occasionally with Argentina. In 1910 a great lift was given to the game by the visit of a Corinthians' team from London, which passed unbeaten. Rugby does not seem to take root, only two clubs, the Paysandú and Rio Cricket, pretending to fifteens. Rowing is popular, and the Botafogo regattas especially so. The attendance of the President at the big regattas is almost *de rigueur*, and both here and in the pretty football club grounds the attendance of mothers and sisters is visibly on the increase. I should not call the standard of rowing high ; it is perhaps too amateurish to attain Henley form, but it is producing, with swimming, for which Rio supplies such perfect facilities, men of fine physique. The chief clubs are the Gragoatá, Vasco da Gama, Botafogo,

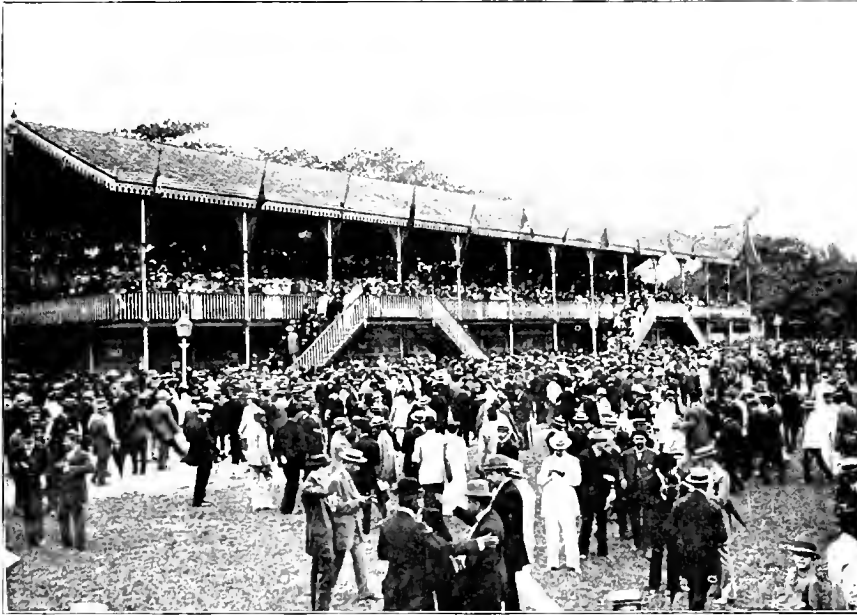
Flamengo, Internacional, Icarahy, Natação e Regatas, and Guanabara. With such a magnificent harbour it is a little surprising that yachting and motor-launches have only a few votaries.

There are two well-established horse-racing centres, both with well-laid tracks—the Derby Club and the Jockey Club, which during the best part of the year hold Sunday meetings alternately. Both clubs struggled for long years against public indifference, but to-day crowds of ten and fifteen thousand are not uncommon. The pari mutuel is in vogue; there are no bookmakers on the course; the starting-gate is in use, but the enclosures and stands will admit of improvement. Prizes range from 20 contos (£1,333) for the chief classic races, to £100. Latterly, nationally bred animals have been encouraged, and patriotic sportsmen, importing European bloodstock, are increasing. I was happily “on” Aventureiro when he won the Brazilian Derby in 1912. The Derby Club course is 1,450 metres long; the president of the club, the popular Count Paulo de Frontin, has held office since 1885, and is one of the stalwart patrons of the Brazilian Turf. The Jockey Club course is 1,610 metres long; the president is Dr. Aguiar Moreira, also a distinguished engineer and good sportsman. Motor racing and aeroplane contests have yet to reach Rio. I imagine that a really good English billiard hall near the centre of the city would prove a good investment, for at present Rio is very poorly provided in this respect.

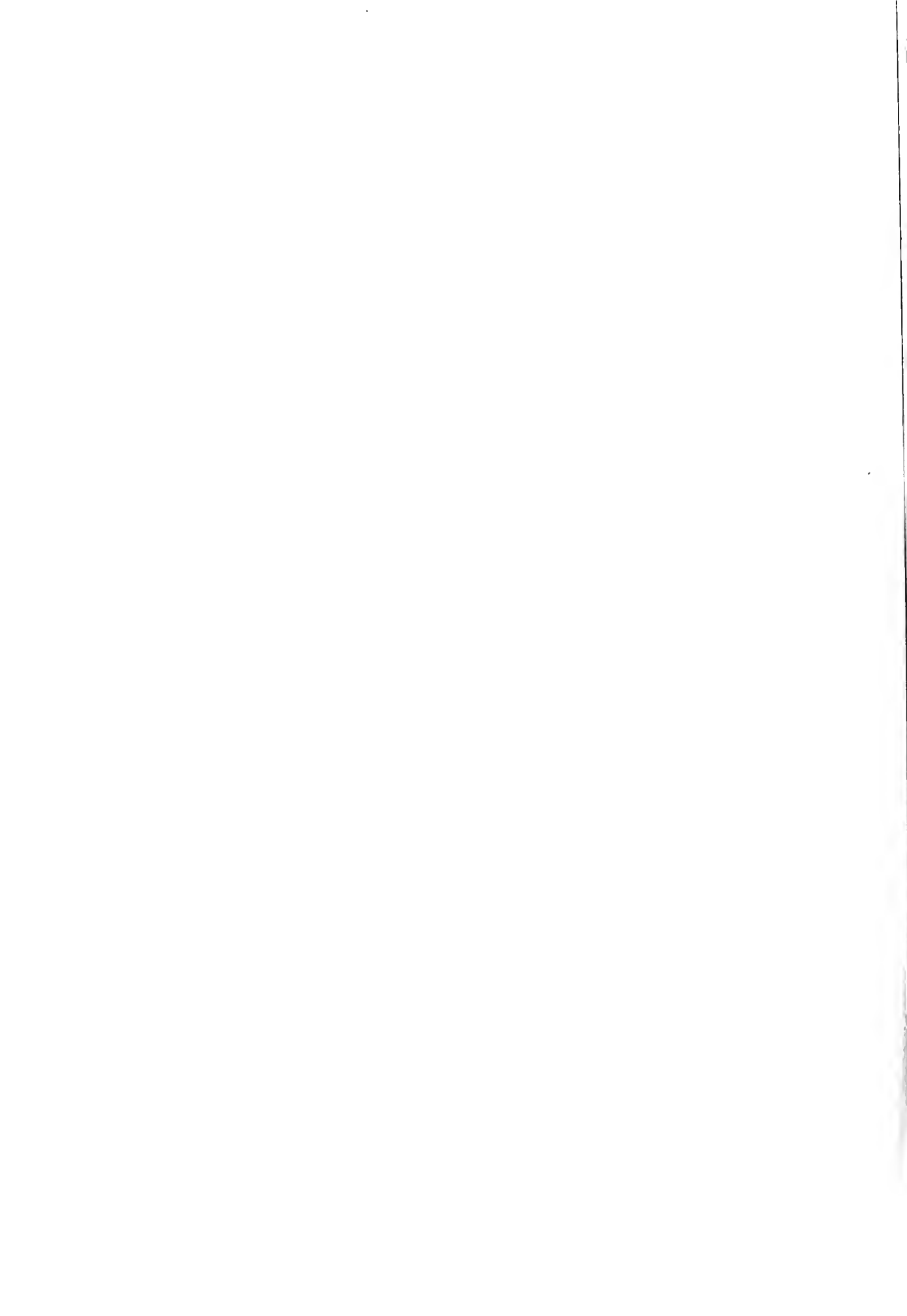
To turn now to a sport that Rio indulges in to the full—the public lottery! Sundays and festival days excepted, a daily national lottery is held in Rio, with occasional “State” lotteries of São Paulo, Rio Grande do Sul, or Bahia, and a semi-private lottery, the Candelaria, thrown in, to keep things merry. But this is not all. There is the “illegal,” but



The Bangu Football Grounds: Central Railway.



A portion of the Derby Club Racecourse Enclosure.



openly conducted, lottery parasite, the "Bicho."* This wonderful little animal has often made me itch, but I think I am even with him. I will descant upon his virtues after a reference to the National Lottery.

Can we imagine dull, grey, sombre London enlivened—the hopes of the wretched poor kept continually above the low level of revolt—by a daily "whack" at a lottery? We abolished lotteries about a hundred years ago. I think South America does well to continue to nurse their balsamic virtues. She escapes, at any rate, the cant which curses the United Kingdom and the United States—the one with its horse-racing and football gambling, the other with its open bids for votes, and its dear old Tammany. Rio de Janeiro goes, perhaps, a bit too far even for a moralist like myself—she has a daily lottery. Buenos Aires, her great rival, is content with a weekly lottery.

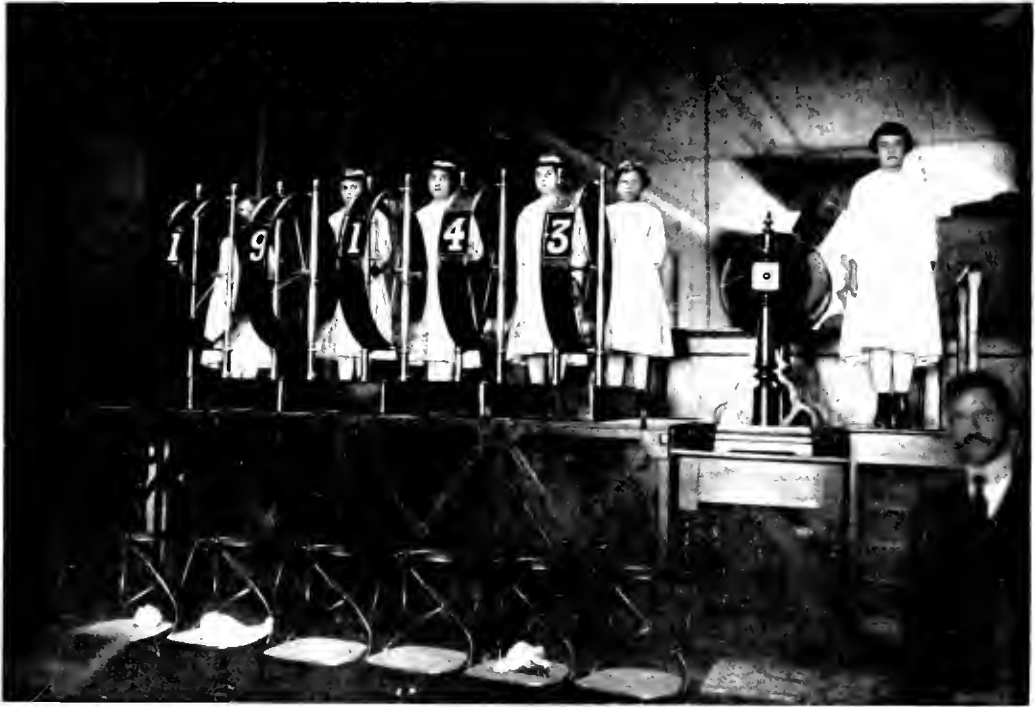
This daily lottery is under the strictest Government control, is mechanically conducted—that is to say, any possibility of fraud is wholly eliminated—and it is run by contract under the auspices of the Companhia de Loterias Nacionaes do Brasil. The company has a monopoly. Its lottery issues are limited to a total of £3,000,000 per annum, and no ticket or fraction of a ticket can cost less than 600 reis, about 9½d. It has to pay a tax of 3½ per cent. on its issued capital, also 10 per cent. on the value of all tickets exposed for sale; also 5 per cent. on the value of all prizes over 200\$000 (£13 6s. 8d.). It has to lodge caution money with the Government to the extent of £33,333 6s. 8d.; the amount devoted to prizes must be 60 per cent. of the capital issue, and the company must contribute annually £106,333 to a variety of charities selected by Government, plus the 5 per cent. of the prizes superior to 200 milreis.

* In Portuguese, insect, animal, or thing.

All its operations are subjected to strict Government inspection; the first prize of its various issues varies from 16 contos (£1,066 13s. 4d.) to 500 contos (£33,333 6s. 8d.), the public is admitted any day at 2.30 p.m. to see the drawings, and if you are a prize winner, you can cash your ticket the same evening. A sister of mercy with six or seven little orphelines toddles daily down the Avenida Rio Branco to the company's drawing hall. Six or seven wheels, according to the extent of the day's lottery, demand, each, the services of one of the little girls, who turn them vigorously in unison, at the word of command. When the wheels stop, the total figure of each pull appears to the public gaze. Another little girl picks the prize ciphers out of a box simultaneously with each wheel-pull of her comrades. A gentleman with a delightfully impassive voice shouts out, "cem milreis," "duzentos milreis," or "cem contos de reis," as the case may be—about as apathetically as the man who recorded in old days the legend on the Roman vase in Warwick Castle grounds.

The present company is a resuscitation and obtained its charter on February 16, 1911. I believe the 50 milreis shares of the defunct company stood then at 12 milreis. The shares under the present contract have since been over 60 milreis; so, good management has been rewarded by public favour. All over the Federal District you find the lottery vendors' counters. The president of the company is Dr. Alberto Saraiva da Fonseca, and the vice-president, Dr. Antonio Olyntho dos Santos Pires, men of the highest repute in their country. It should be added that each daily prize list contains a goodly number of prizes, and you recover the value of your ticket if you have drawn only the last digit of the chief winning number.

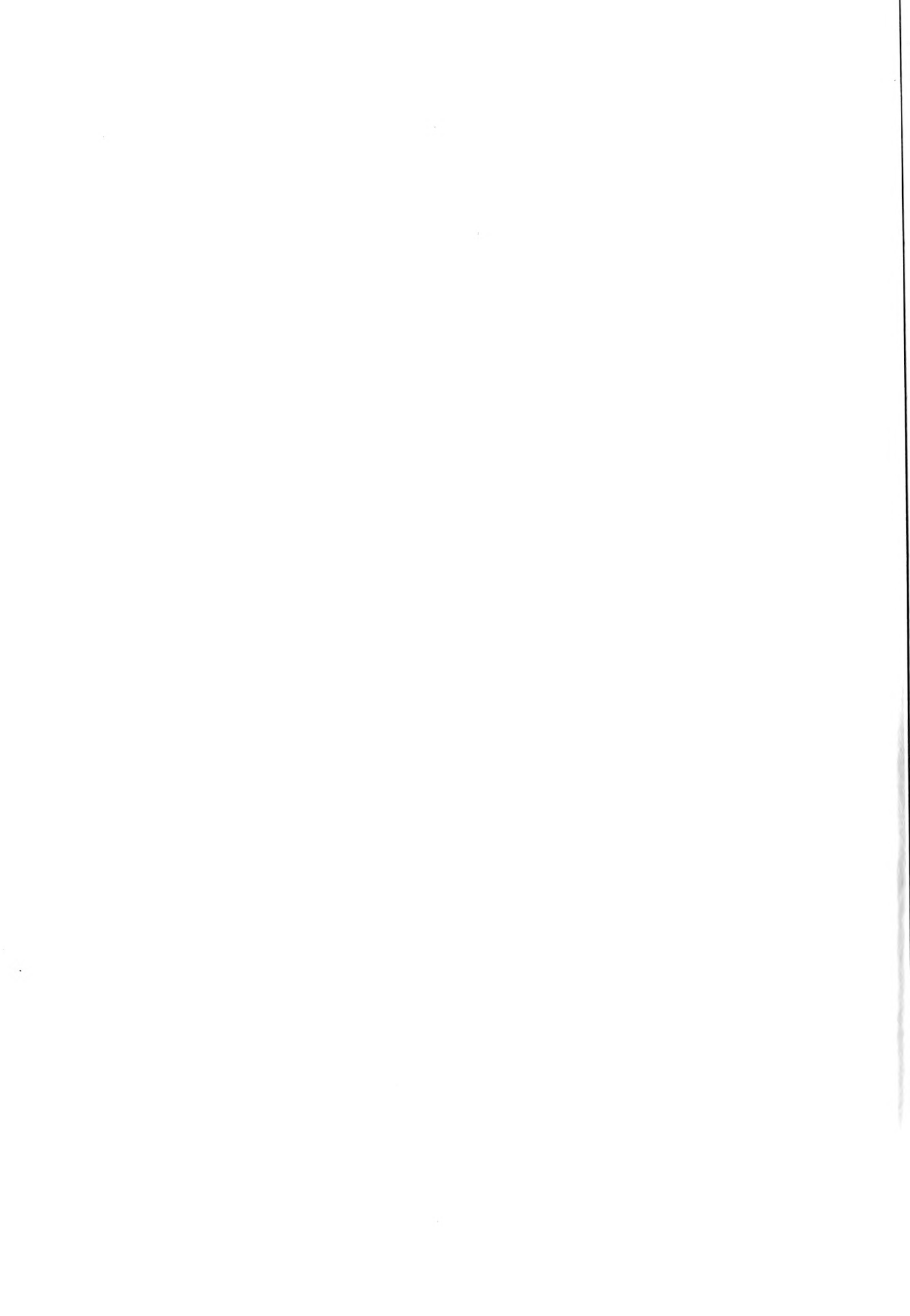
Such briefly is the daily lottery of Rio de Janeiro, which



A lucky number for my readers.
How the Rio Daily State Lottery is drawn.



The peaceful bay of Rio.



some may hold upsets the even tenor of the national life and, encouraging recklessness, discourages foresight and thrift. It is a nice debateable problem which will last as long as man and the laws of chance. Many of the most solid merchants would think it stupid not to buy at least one ticket daily, and there is always the excellent argument that you cannot win a prize unless you buy a ticket.

Illegal, and parasitic to the National Lottery, is the daily *Jogo do Bicho*, a universal favourite. Roughly, the last two digits of the figure of the first prize of the National Lottery are, for the purposes of the *Bicho*, divided into 25 groups of 4 numbers each, as 00 to 99 may be divided. The groups bear the names of animals, such as the dog, the cat, the bull, the lion, and so on for 25 groups. If you play one milreis on group 14, for instance, which, if my memory serves me, is the cock, and comprises 49, 50, 51 and 52, and one of these four terminals ends the first national lottery prize of the day, you receive 24 milreis for your one. If you have a milreis on the actual winning *dezena*, or tens, you receive 90 milreis (£6); if on the winning *centena*, or last three figures, you receive 900 milreis; if on the last thousand, most *Bicho* houses, I believe, give you eight contos, or £566 13s. 4d., for your nimble milreis. There are besides all sorts of variations of this game, such as *Moderno*, *Rio*, *Salteado*, etc., which you may amuse yourself by learning from your hotel waiter if you care. This is the illegal and popular *Jogo do Bicho*. I have noticed that, as a rule, *Bicho* plungers always buy the regular lottery tickets also, as a sort of hedging. Do not be surprised if, when walking in any part of Rio, you hear the following salutations as two men meet: A.—“*Como passou?*” (How goes it?). B.—“*Qual foi?*” (Which was it?). A.—“*O Gato*” (The Cat).

CHAPTER XIX.

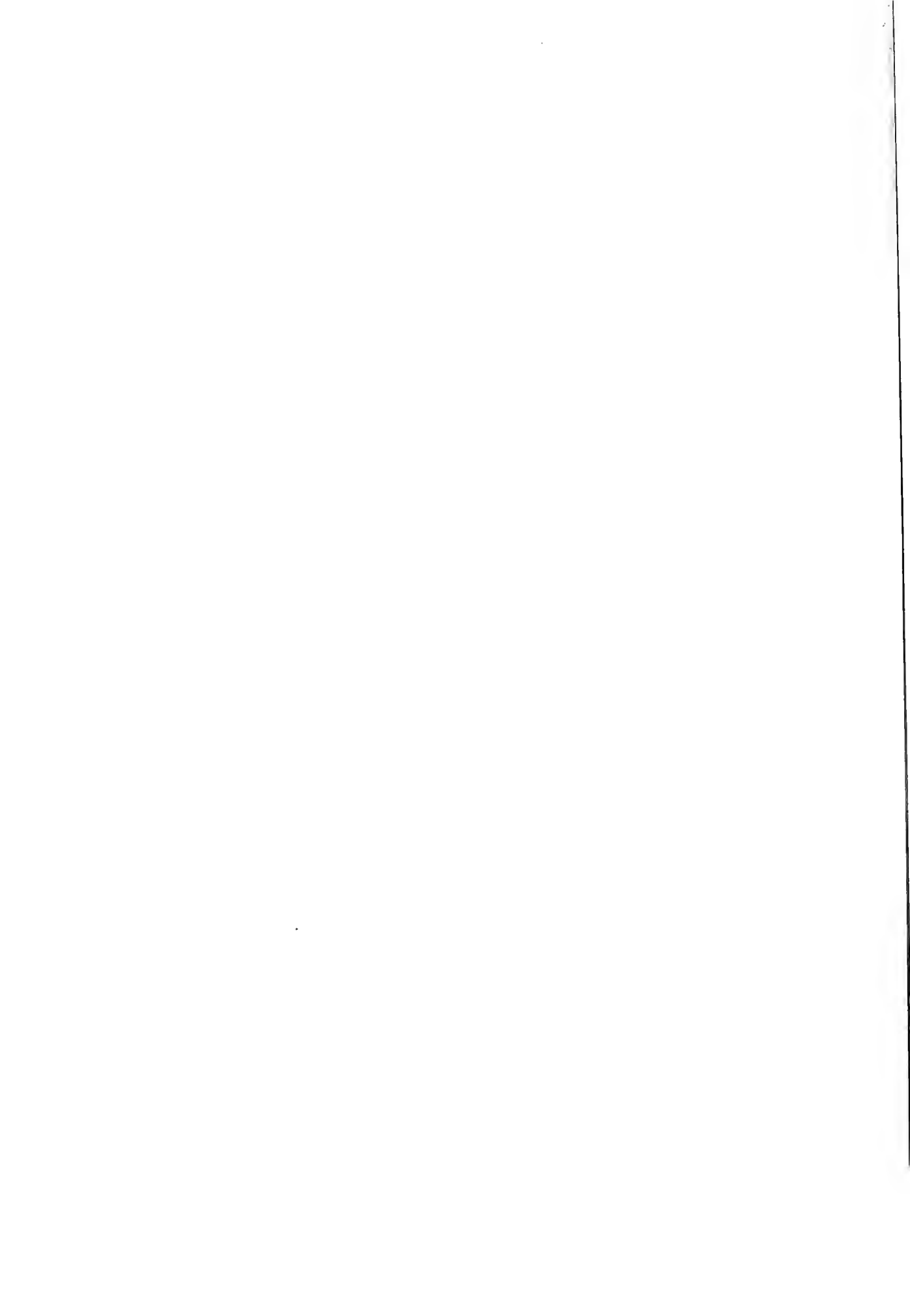
CARIOCA SOCIETY.

“ ’Tis known, at least it should be, that throughout
All countries of the Catholic persuasion,
Some days before Shrove Tuesday comes about,
etc., etc.”—*Beppo*.

THE nineteenth hole in golf is not only the last but the easiest. In book making it is occasionally more terrible. In the present case, to set myself up as a judge of my friends the Brazilians, a people to which, if I lived to the age of one of Methuselah's grandsons, I must ever be devoted, would be sheer presumption. But, if my reader be discontented with this modest attempt to satisfy his curiosity, I may refer him to that master critic of men and things, Monsieur Georges Clemenceau, who came to Brazil and saw and captivated, or to Monsieur Paul Adam, who was apparently so captivated that he now affirms from Paris that every Brazilian is a Napoleon, or a Homer, or a Lincoln, and every Carioca woman a combination of Sappho and Aphrodite. If I know anything about Carioca humour, I know that my Carioca friends will agree with me that, in an estimate of their social qualities, Monsieur Paul Adam will beat me by four hundred up and three hundred to play. Ex-President Roosevelt has discovered Rio de Janeiro “this fall,” as he would say; and to his critical acumen also I may refer my reader, with a caution against his innate reverence for the Monroe Doctrine, and his devotion to female suffrage. “You were a real prophet in 1885,” Mr. Roosevelt telegraphed from São Paulo the other day to Dr. Carlos Rodrigues, the

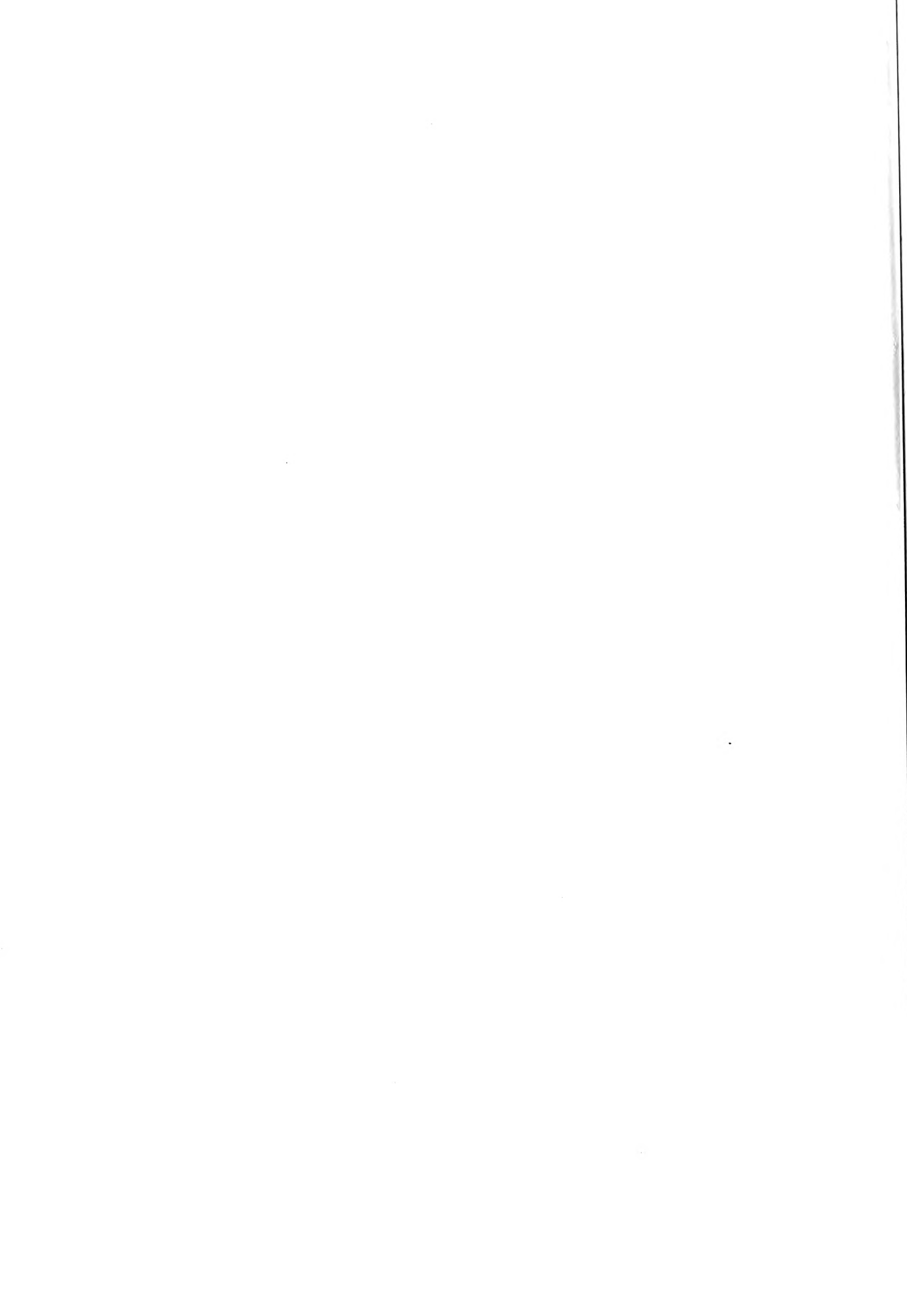


The *Hôtel dos Estrangeiros*.
Frequented by the Official World of Rio and distinguished Foreigners.





Marshal Hermes da Fonseca with his Secretaries of State and Advisers.



proprietor of the *Jornal do Commercio*, anent this eminent Brazilian's forecast of Panama Canal history; "and," added Mr. Roosevelt, "it was I who had to complete the prophecy." I hope to read this great American's estimate of the Brazilian people when published, and I have read that of Mr. Bryce, of Mr. Crichfield, of Mrs. Robinson Wright, the American authoress and explorer, and many others, none of whom agrees. I have also really had one toe inside the hall-door of Carioca society, and therefore have at least a speaking acquaintance with the butler.

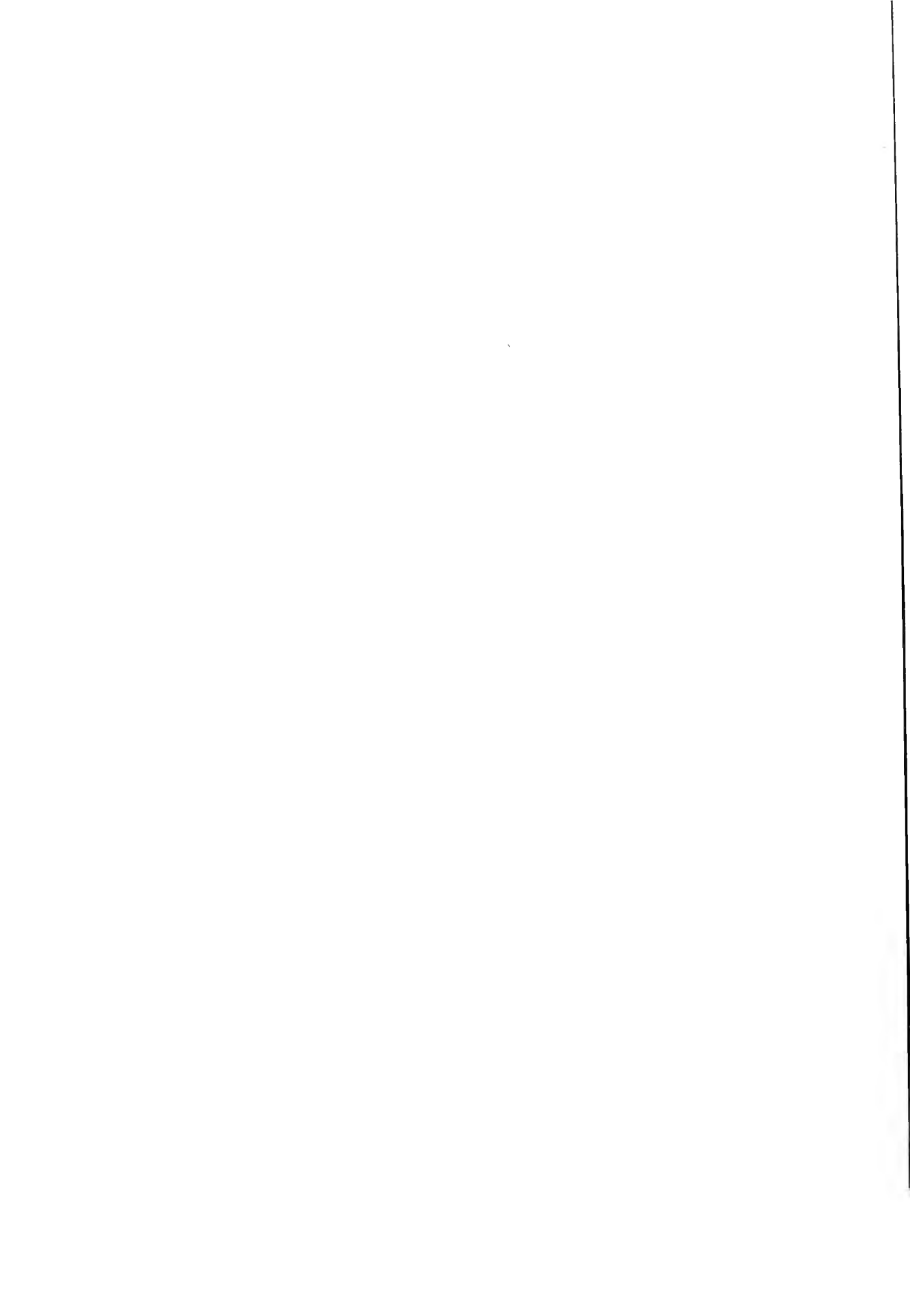
I have said elsewhere that there exists no distinct Brazilian type; still less is there a Carioca type. Some of the States have marked dialects, and it is not difficult to distinguish Brazilians from Portuguese by their speech. So, before I risk generalizing on Carioca society (with or without a capital S), let me distinguish four personal friends as national types, and then discover the qualities they have in common. A.—Soldier, born in Ceará, distant Indian ancestry; 5 ft. 9 ins.; slim, erect, serious, critical, precise, a very good linguist, abstemious, a disciplinarian, fond of gambling, religion none. B.—Soldier, born in São Paulo; 5 ft. 8 ins.; educated in the United States; gay, debonnaire, fond of dancing and drawing-rooms, a good linguist, abstemious, not studious, religion Positivism. C.—Sailor, from Rio Grande do Sul; 5 ft. 9 ins.; bull-terrier expression of countenance; happy, insouciant, fond of his profession—and champagne—a humorist, talks indifferent English and poor French, thinks everything English is all right, religion none. D.—Ex-Legation Secretary, lawyer, fazendeiro, and man of business, of Rio Grande do Sul; 5 ft. 7 ins.; swarthy face, but pure white skin, stoutly built, very nimble-witted, perfect French scholar, sarcastic critic of his country and government, dogmatic, voluble talker, quick worker, affects revolutionary ideas, equally fond of town and

country life, prefers Paris to Rio, religion nominally Catholic. These four men have the following common qualities : they are all very generous and open-handed, very frank in their friendships, very courteous, always immaculately dressed, sensitive of foreign criticism, and would be on occasion furiously patriotic. Oddly enough they all play chess, and are all good swimmers and good riders. Without exception they are very fond of the opposite sex, and are chivalrous. Thus, drawn from the life, on the principle of a peck of fact being better than a ton of fancy, I have, I hope, got somewhere near what does not exist—the typical Brazilian, by no means a bad fellow.

Of the Carioca lady it is equally difficult to speak in general terms. She is getting nearer to Europe every day, and seemingly at an increasing speed since the opening of Rio's great avenues, the electricization of the trams and the advent of the motor-car. Previously she was, or elected to be, almost orientally immured, and did not care for travel. Her main qualities are perhaps gentleness, simplicity, softness, love of dress, and a romanticism that is satisfied with very modest ideals. She is the readiest of little slaves to the duties of hospitality, and her soft dark eyes and lissom form are bound to entice the grosser male to, at least, the base of Olympus. "What do you think of our women?" is a common query from Cariocas. I confess to an invariable reply, in good American—"Fine." But I will qualify that here by saying that the Carioca lady always strikes me as a little too subdued, and has rarely a witty or a roguish eye. She is often very beautiful, as you will allow if you will meet the summer evening train on its arrival at Petropolis. But strict division of the sexes still lingers in Rio, in ball-rooms, routs and drawing-rooms, except, naturally, during the actual dance. It has struck me, however, that there is a modernising



H.E. Admiral Alexandrino de Alencar, Minister of Marine.



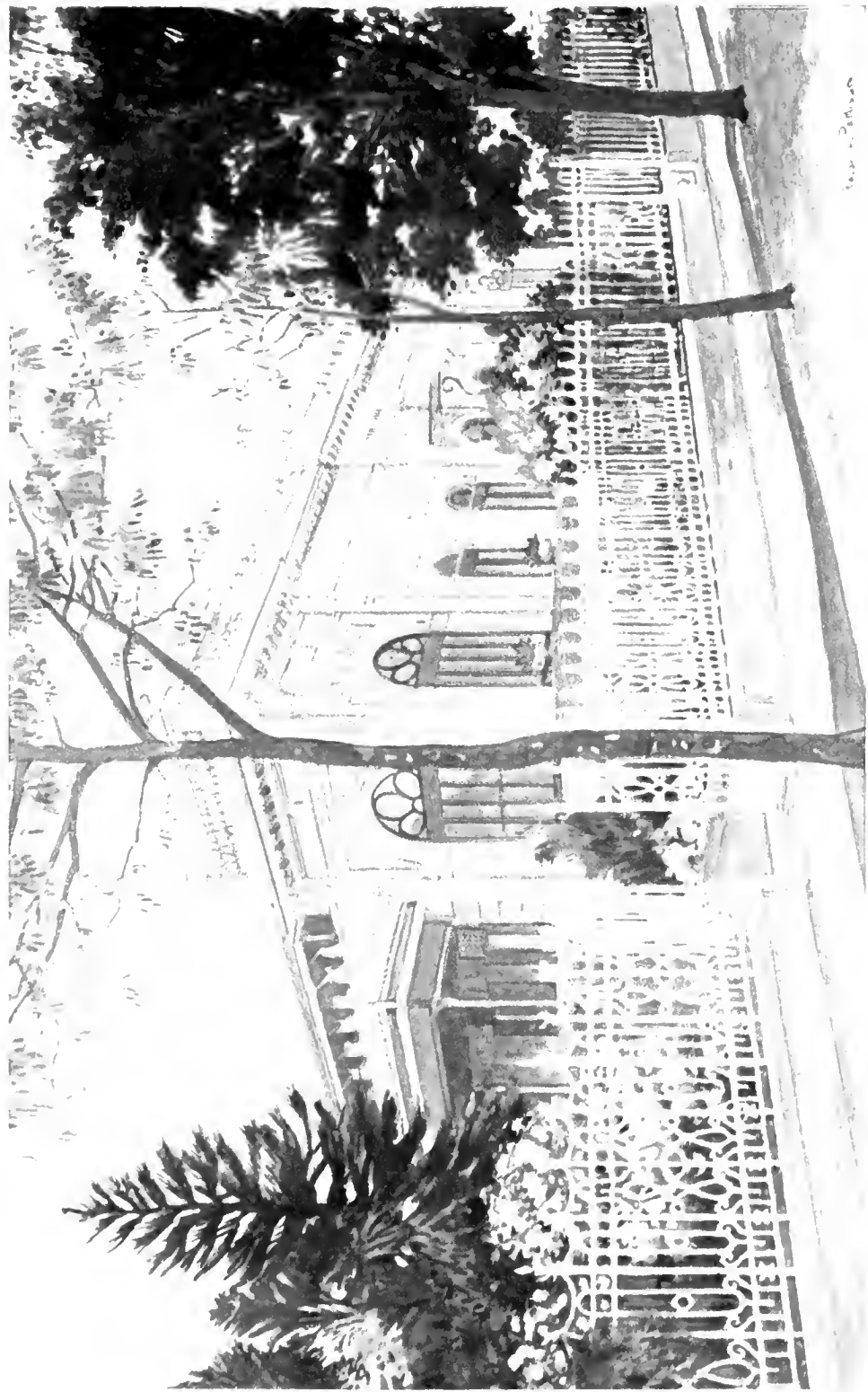
protest on the part of the travelled Carioca youth against this barricade scheme. After all the little Carioca girl never hides her supreme mission or pursuit in life—marriage ; and she has the demurest and simplest methods of impressing her seriousness upon her public. As wife and mother I imagine there is no more virtuous woman in the world.

As the metropolis and seat of Congress, Rio society circles naturally contain a large quota of non-Cariocas, men and women from all the States of Brazil. I will describe one little Cearense girl whom I met at a dance supper-table at the Military Club. Imagine a Paris doll, 4 feet 10 inches high, round, dimpled face, with pink and white cheeks, lustrous big black eyes, black hair, a fully developed woman, and, except when toying with her ice, motionless and expressionless as a charming doll should be. The little doll's age was eleven. Her father, an officer, looked a mere lad ; he was just thirty years old. In those northern States marriage when the girl is thirteen or fourteen is not uncommon, and big families of fifteen and more are quite usual. Also we find in Rio the children of many mixed marriages, Franco-Brazilian, Italo-Brazilian, German-Brazilian and so on. These mixtures generally give a very pretty people, the semi-Carioca girl, if one may coin the phrase, being generally taller and more vivacious than her true-blue Carioca sister.

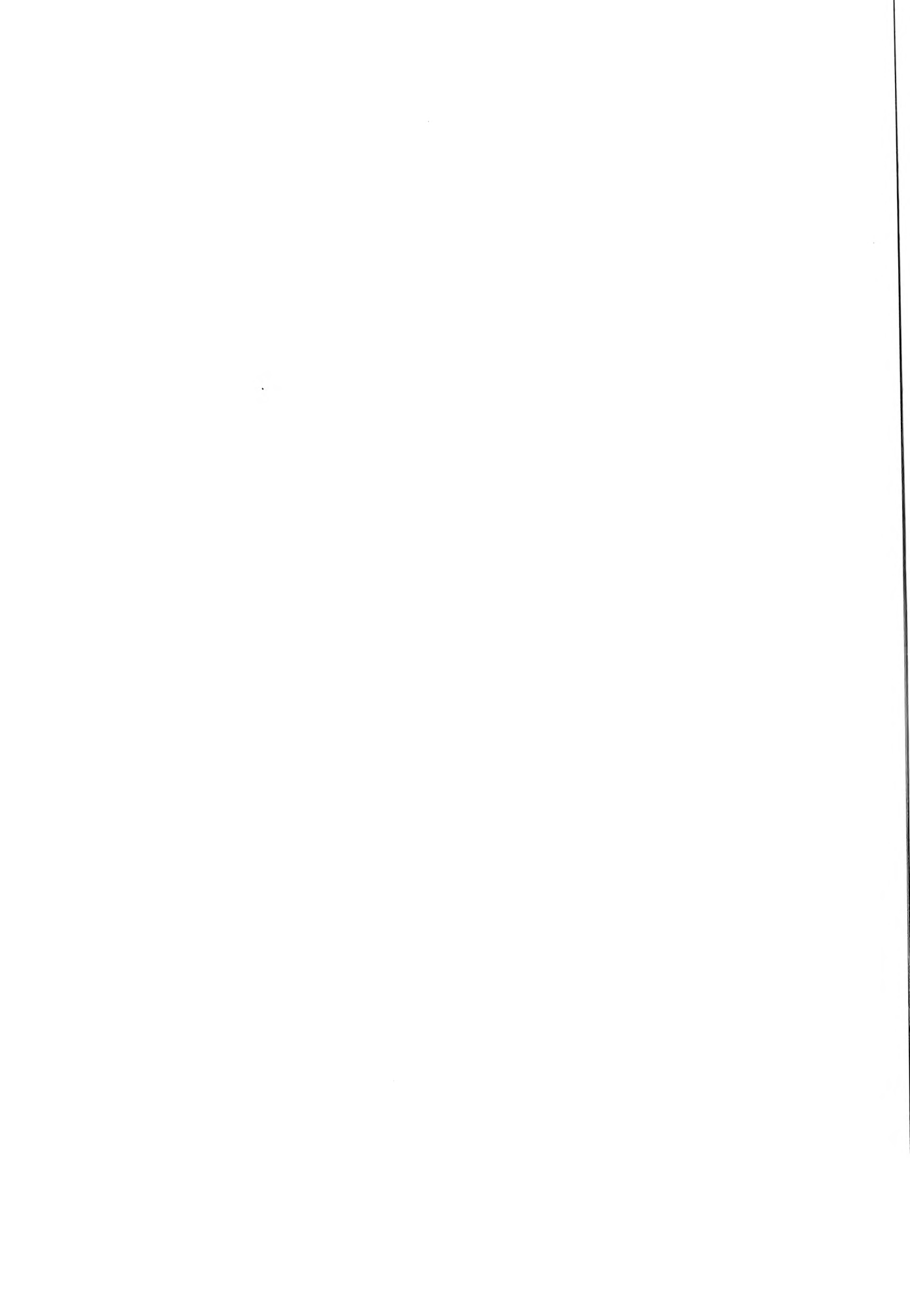
There is then the Diplomatic Corps with its gay exiles, many of them bearing, cheerfully, inadequate allowances from their respective Governments. The Foreign Ministers have only legation rank, with the exception of the representative of the United States who has ambassadorial rank. It seems odd that the United Kingdom and Brazil, who trade so largely with each other, should not interchange the compliment of ambassadors. It seems strange, very strange to me, that no British honours have been bestowed on eminent

Brazilians as a mark of appreciation of British enterprise in Brazil and of the excellent relations between the two peoples.

Society functions in Rio are not on a par with those of such capitals as London and Paris in the matter of luxury and variety. Although a city of a million inhabitants, Society, with the big S, is proportionately smaller to the bulk of inhabitants than there, and large fortunes are also less numerous. Opportunities for great and lavish exhibitions of wealth do not yet exist, or are not yet indulged. Doubtless a large proportion of members of Congress is glad to receive its large salaries and free travel. I should say that private banquets are rarer than in France, and of course much rarer than in England and the United States. Open house, however, is kept by several leading politicians, and in some cases the evening informal levee is largely attended, and, Brazilians being an abstemious people, this open hospitality is never abused by packing handbags with your host's cigars, or drinking his champagne out of his stable buckets. As I have said earlier, the Brazilian male likes fazenda-life quite as much as residence in the metropolis. He quickly gets bored in Rio, and generally gambles of an evening. Such gambling, as a rule, is not beyond his means, although one is apt to wonder often whence come, all and several, the contos of reis that pass at poker, roulette and baccarat, often on a single coup. After the evening game of cards, and before the midnight baccarat, come dinner and the theatre, dinner being generally a full hour earlier than in Europe. The mass of Brazilians dine even as early as half-past five or six o'clock, but the Cariocas postpone the meal an hour or so later. If you desire to see an important personage you can generally find him at home about six o'clock, and you may be ushered into his billiard room, where you will find,

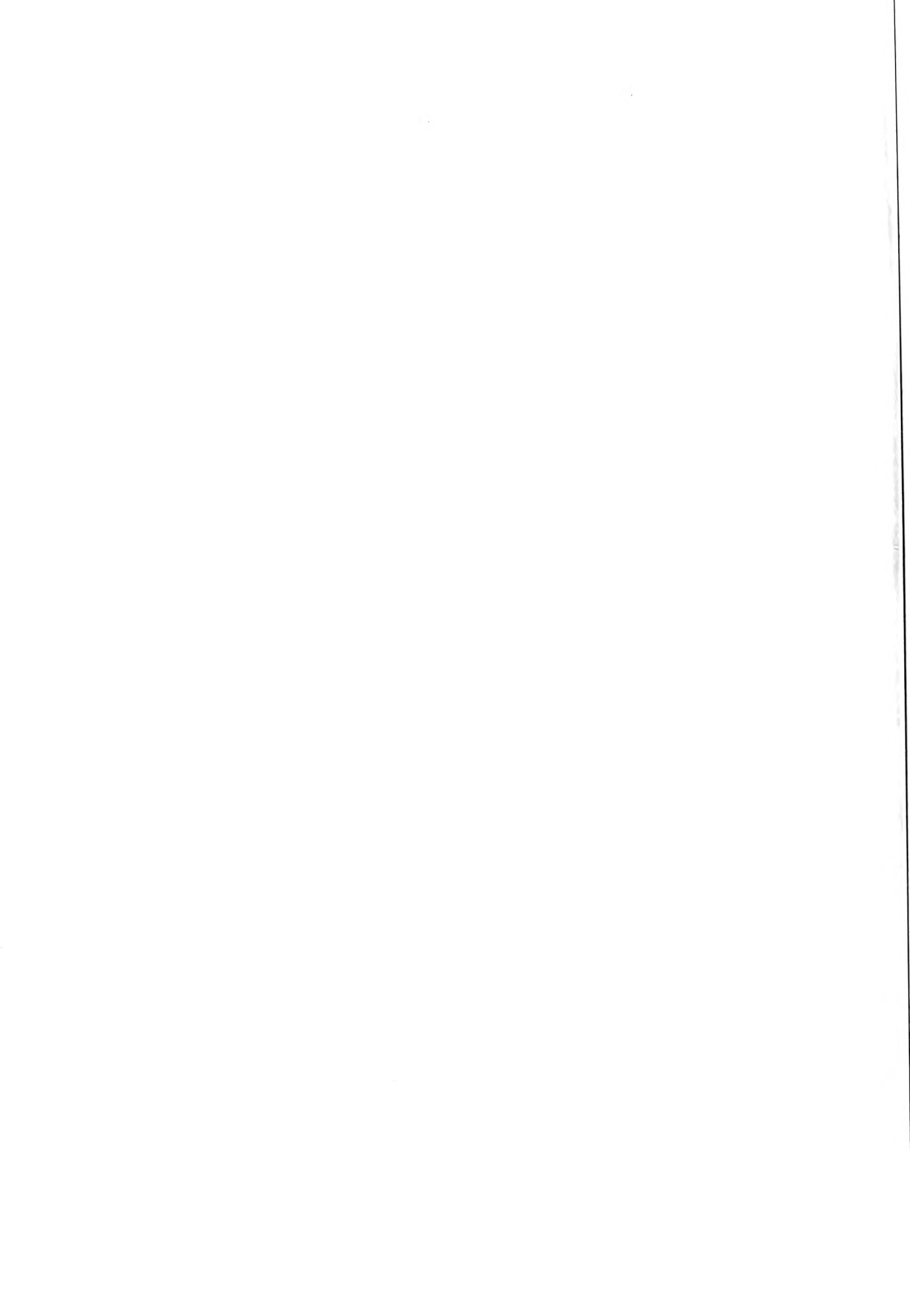


"Villino Nary" Residence of Admiral Baron de Tetté von Hooholtz, Petropolis.





His Britannic Majesty's Envoy Extraordinary and
Minister Plenipotentiary, Sir William Haggard.





Count de Affonso Celso.

as I have always found, a welcome so unaffectedly warm and gracious, both from your host and all his friends, that you are compelled to recall other lands where culture and courtesy pretend more and prove less. In short, this unaffected courtesy and hospitality of the Brazilian, meet him when and where you may, is his most charming characteristic. He never sits in a rocking chair sullen and silent over a pipe while you handle his decanter for hours—as sometimes happens in another pleasant and mighty Republic.

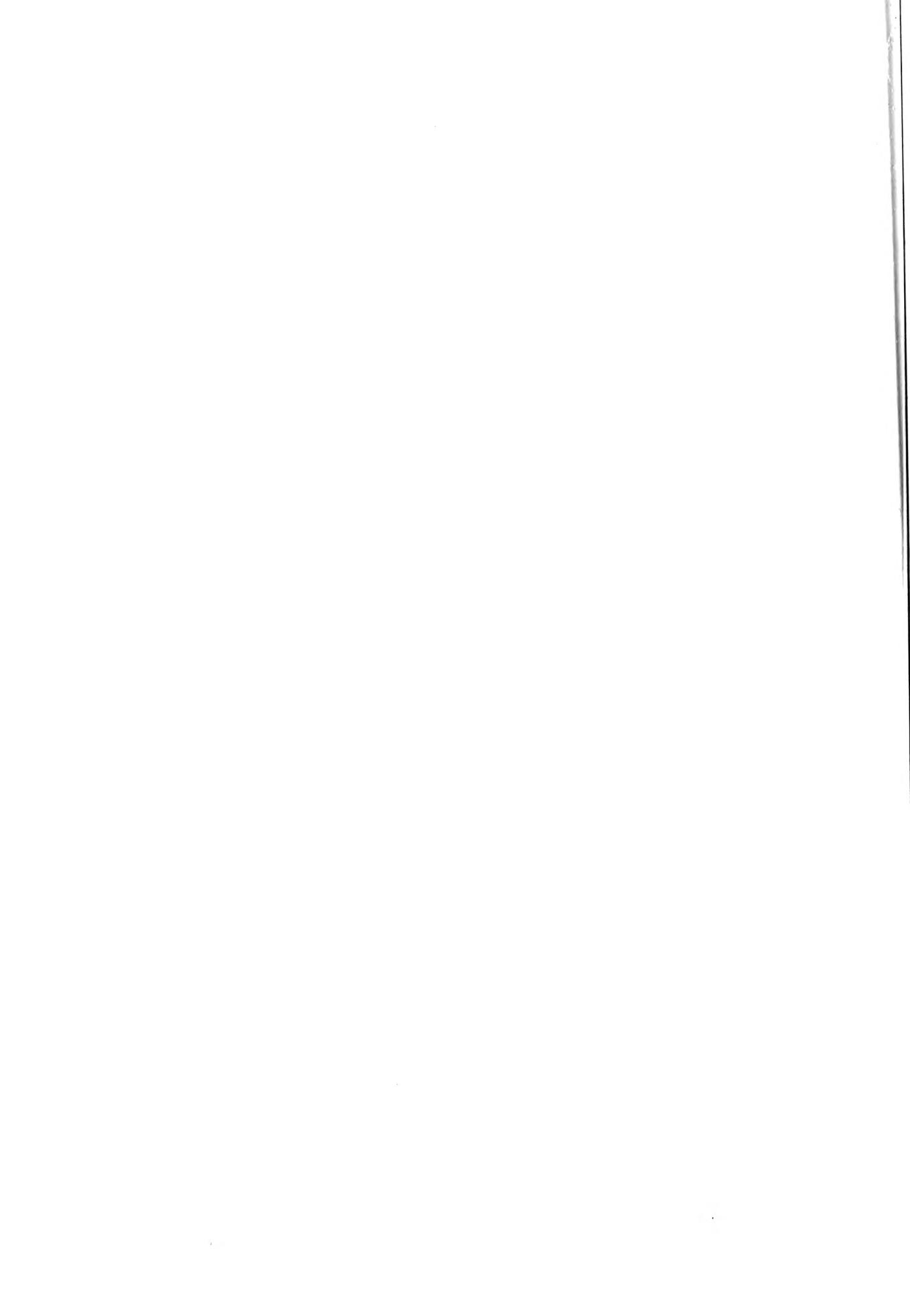
The magnificent Municipal Theatre and the ancient Lyric Theatre, during the non-Petropolis months, that is to say, during the Rio winter, provide the chief after-dinner gathering of the sexes. Here you get the best that the European stage can give—a Sarah Bernhardt, a Guitry, a Zaccone. Monsieur Guitry, that incomparable actor, told me between the acts that his Rio audience frequently surprised him by passing nonchalantly passages which invariably commanded applause in Paris, and applauding situations where his professional instinct least expected applause. Your Carioca society loves music and the drama, and the Municipal Theatre now encourages the national dramatist and the national actor and actress in a proper manner. Not knowing Portugal otherwise than by a couple of days in Lisbon, I remember being an amused spectator of a Portuguese company's play at the Lyric. The actresses were of the automaton order (it was an out-of-the-season company) and generally occupied positions on the stage as far removed from the actors as the wings would allow, and generally, also, adopted the humblest, do-you-think-we-ought-to-live sort of attitude; and having seen young Rio in its national Brazilian drama at the Municipal Theatre I was struck with the difference of manners, ideals and ambitions—the younger and American people evincing, as one would expect, far more “go” and naturalness. The other

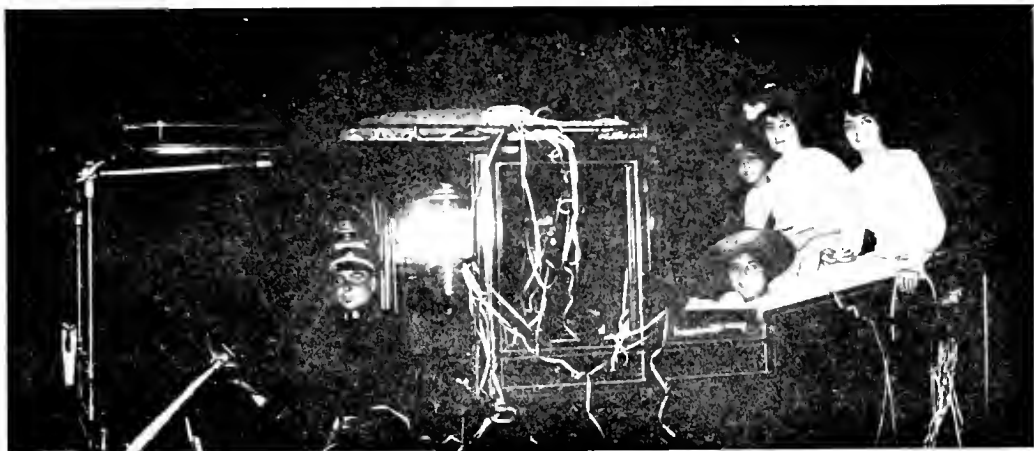
theatres of Rio and the Rio music halls are not of high rank, the latter especially being very third-rate. In compensation the cinema halls are now as good as any in Europe, as numerous *per capita* of the population, and fully as popular. Whereas, "fazendo a Avenida" used to be the Carioca girl's only joy, she now adds to this by stepping off the Rio Branco Avenue in the course of her afternoon promenade with mother or sister, into a cinema hall for an hour. After that, or before, she trips into one of the several pleasant tea-houses. About six p.m. she returns to Rua Marquez d'Abrantes, Rua São Clemente, Rua Voluntarios da Patria, or Rua Conde de Bom-Fim in her motor-car, or invades the trams in gangs with her latest Paris frock. Or perhaps papa will have finished his daylight avocations and will accompany his little angels "á casa." Good young brothers are also frequently harnessed for this afternoon pastime of "fazendo a Avenida."

Among State functions which I was privileged to attend were the State Ball in 1912 in the Cattete Palace in honour of General Julio Roca, the Argentine Special Ambassador and ex-President ; and the last Foreign Office Ball given by the late Baron do Rio Branco in the Itamaraty in compliment to British, French and Uruguayan naval officers in harbour. The Baron was noted for his lavish official entertainments, and no less for his democratic simplicity of life. He, as now his successor, Dr. Lauro Muller, patronized almost daily a luncheon table at the "Franciskaner" in the Avenida, half restaurant half bier-halle, and indeed all the ministers frequently use the public restaurants. I suppose the Julio Roca ball was the biggest and most popular function of Marshal Hermes da Fonseca's presidency, some five thousand guests, with lavish display of military, naval and diplomatic uniforms, rendering dancing in the Cattete Palace an athletic effort from shoulder to spur. At these gala functions the beautiful



A Bamboo Grove—Botanical Gardens.





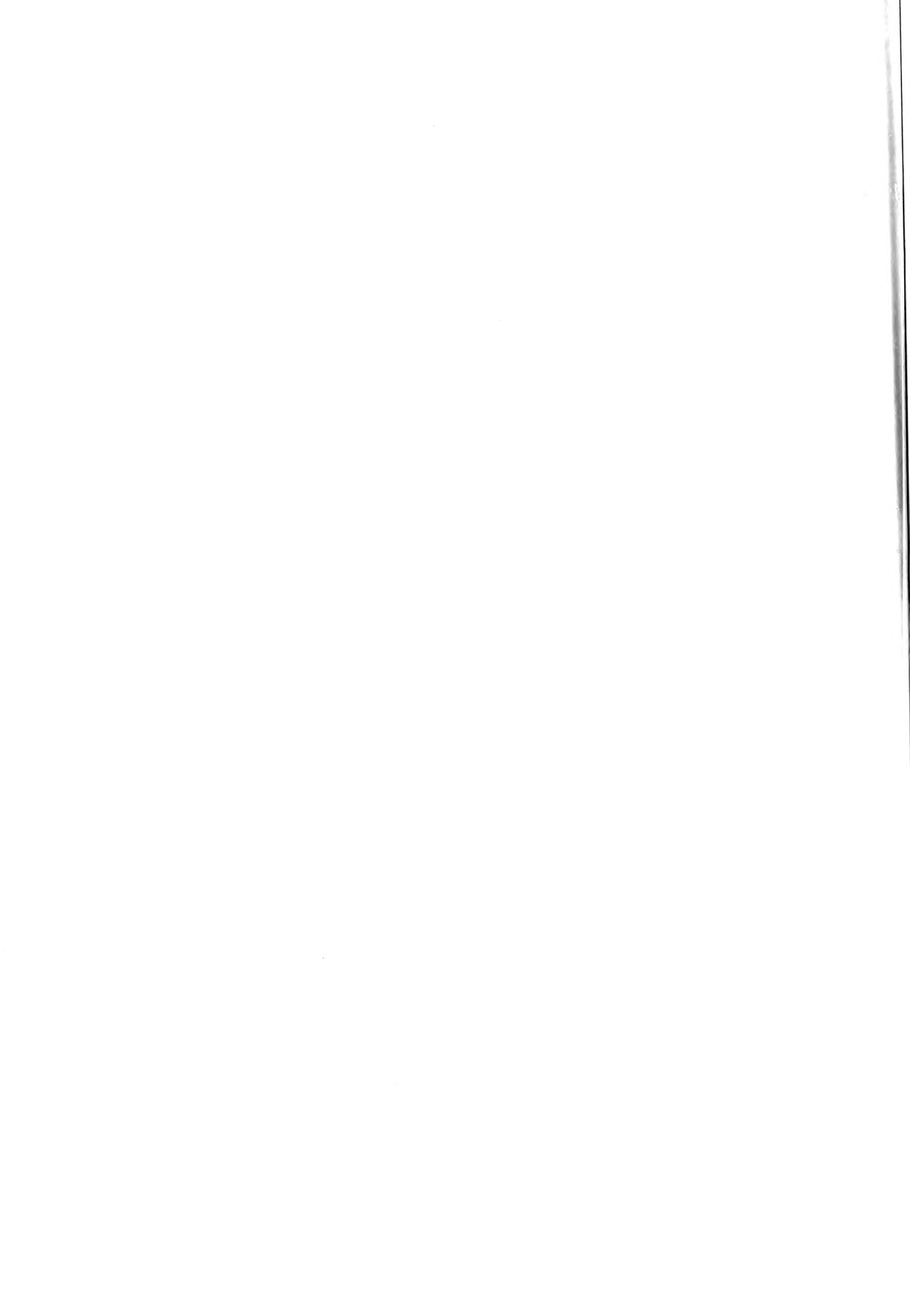
Little "Cariocas Carnivallesquing."



"Fazenda Avenida."



"Fazenda Avenida."





General Julio Roca

Ex-President of the Argentine Republic, head of the Special Argentine Embassy to Brazil in 1912.



H.E. Admiral Alexandrino de Alencar

Minister of Marine.



Dr Alvaro de Tefé von Hoonholtz

During two years Official Secretary to Marshal Hermes da Fonseca.



Colonel James Andrews

Equerry to Marshal Hermes da Fonseca.

gardens of the palace are brilliantly illuminated. The presidential afternoon receptions on November 15, and other national holidays, with all their democratic simplicity, are also goodly pageants. The Marshal receives surrounded by his Secretaries of State, and again military and naval uniforms abound.

The Cariocas provide themselves with plenty of unofficial dancing, notable among such festivities being the pretty balls given by the Club dos Diarios in its handsome rooms, and the weekly dances of the Military Club. Foreign hotel visitors may always find access to these through courteous members of the clubs, and will there obtain a first-hand acquaintance with Carioca gaiety. Charity festivals, bazaars, picnics by land or water, and lectures, particularly those by foreigners of repute, are also much in vogue. There is then Rio de Janeiro's greatest outburst, the annual Carnival. This amazing four days' interruption of all business does amaze and, at first brush, annoy the English or American business visitor. But so well is the whole thing done, and so really genuine becomes the universal fun-making, that one is caught carnivaling against one's will. It has been estimated that over 200,000 people can and do collect by day or night in the Avenida Rio Branco, all more or less on harmless mischief bent. The sobriety of the crowds is astonishing, so also is the squirting of perfumes, while the special parade of fancy and illuminated cars, organised by such carnival clubs as the Lieutenants of the Devil, and others, afford spectacles well worth seeing. Throughout Carnival motor-cars are at a premium, every car that the city contains being in full use for the four days.

Up in Petropolis I came in for a carnival of water. Everybody was exchanging water—water from garden hoses, from buckets, from water-balls. With my companions I

hired a carriage and proceeded to give and take all the water possible, and there was no lack of water trade. The sober Legations were drawn into the frivolous deluge, and at one time between the balcony of the French Legation and a mock fire-brigade in the road an appalling water bombardment was in progress directed with spirit by the Minister's wife. Very forlorn and very paper and confetti-strewn do the streets of Rio look before Carnival is finally swept up. The more enthusiastic spirits then retire to their lairs, and premeditate more mad frolic for the carnival to come.

L'ENVOI.

Spirit of the Emerald and the Gold,
 Forest-veiled Virgin of the South,
 I kiss thee on the mouth—
 Sure that such loveliness shall ne'er wax old!

Thy feet are bathed by rivers full of gems ;
 Thy gossamer hems
 Are fringed with butterflies ;
 Orchids are flung upon thy knees, as lies
 Into a maiden's ear ;
 Thy breasts are kissed by humming birds, whose fear
 Is only of thy frown.
 What would'st thou? Chaplet, coronet, or crown?
 Sweet Heart, kiss me!



